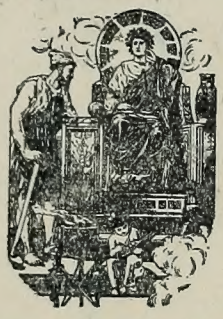
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Incorporating THE WHEEL, the AMERICAN CYCLIST and the MOTORCYCLE MAGAZINE.

Vol. LVII
No. 1

New York, N. Y., Saturday, March 28, 1908

$2.00 a Year
10 Cents a Copy

Built For Work—Not For Talk

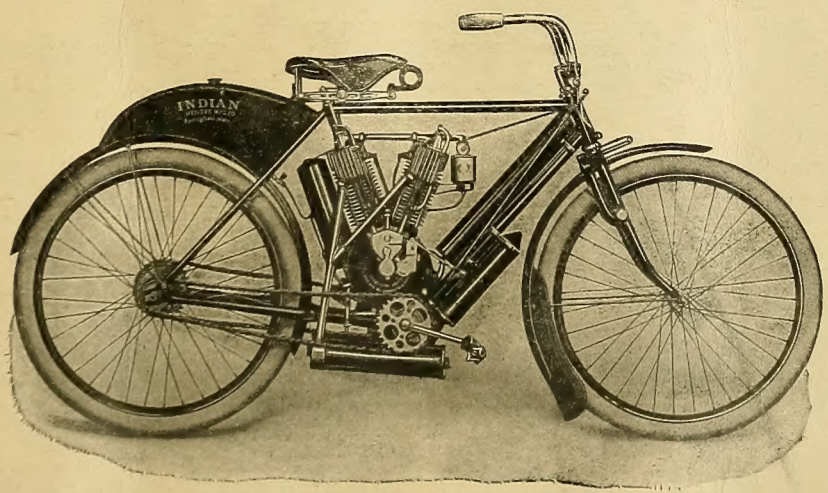
The Indian

Do You Realize That The Indian Has Won

Every Reliability Trial
Every Economy Trial
Every National Championship
Most of the Hill-Climbs

For Six Consecutive Years?

An Indian Holds the Trans-Continental Motocycle Record



You Know What You Are Getting When You Buy An Indian

Popular Model for 1908

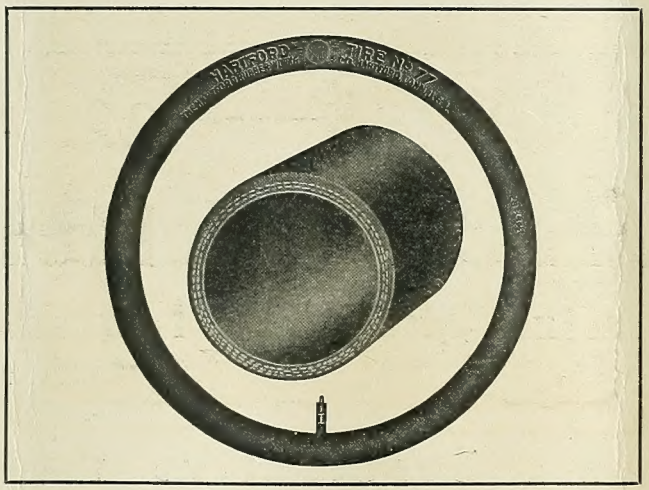
HAVE YOU PLACED YOUR ORDER?

Send for Catalogue

Hendee Manufacturing Co., 837 State Street, **Springfield, Mass.**

You Wouldn't Believe That a Man Wouldn't Buy a Bicycle Simply Because It Didn't Have a Set of

HARTFORD TIRES



Would You?

¶ But this is precisely what has happened not once, but many times. ¶ Good dealers know this. Many of them write us and say: "My customers are in the habit of demanding HARTFORD TIRES." ¶ Isn't this the surest indication of tire quality?

¶ Will you let us show you just how popular HARTFORD TIRES are?

THE HARTFORD RUBBER WORKS COMPANY

HARTFORD, CONNECTICUT

BRANCHES—NEW YORK, 57th St. and Broadway; CHICAGO, 83 Michigan Ave.; BOSTON, 817 Boylston St.; DETROIT, 256 Jefferson Ave.; Denver, 1564 Broadway; PHILADELPHIA, 1425 Vine St.; CLEVELAND, 1831 Euclid Ave.; ATLANTA, GA., 55 Auburn Ave.; BUFFALO, 725 Main St.

AGENCIES—Gugler Electric Mfg. Co., Minneapolis; The St. Louis Tire Agency, 3685 Olive St., St. Louis, Mo.; Mercantile Lumber & Supply Co., Kansas City; Chanslor & Lyon Motor Supply Co., 903 S. Main St., Los Angeles, Cal.; 542 Golden Gate Ave., San Francisco, Cal.; F. P. Keenan Co., Portland (Ore.); Salt Lake Hardware Co., Salt Lake City; Compania Mexicana de Vehiculos Electricos, City of Mexico.

GET BUSY!

Those dealers who have not already done so, have

NO TIME TO LOSE

before ordering their stocks of

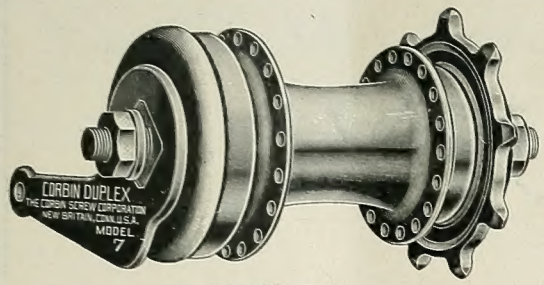
DEFENDER SPECIAL



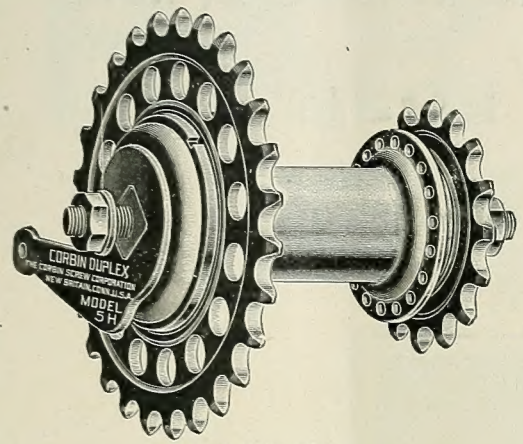
NEW OXFORD

The replacement season is practically here and everyone who knows anything at all knows that it is then that the call for Kokomo tires is strong and continuous. They have proved their worth.

KOKOMO RUBBER CO., Kokomo, Ind.



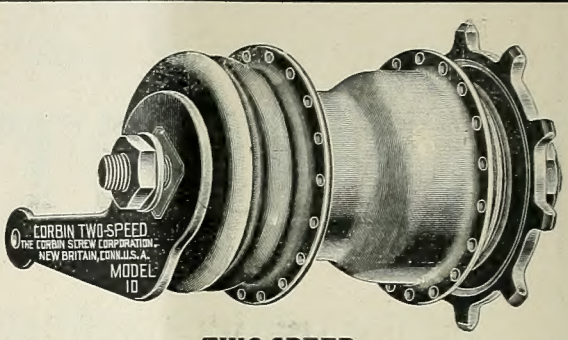
REGULAR.



MOTORCYCLE.

THE CALL FOR THE Corbin

now is increasing in volume.

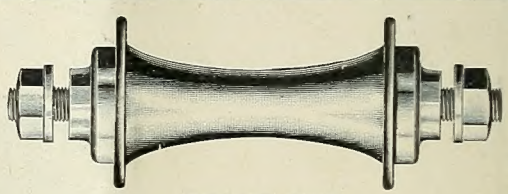


TWO-SPEED.

It's a Call That Can be Answered

regardless of the form it assumes. The Corbin line of coaster brakes meets all wants; and we supply front hubs to match.

Corbin Screw Corporation
NEW BRITAIN CONN.



FRONT HUB.

THE PERSONS MFG. COMPANY

1892 1908

A Question of Temperament

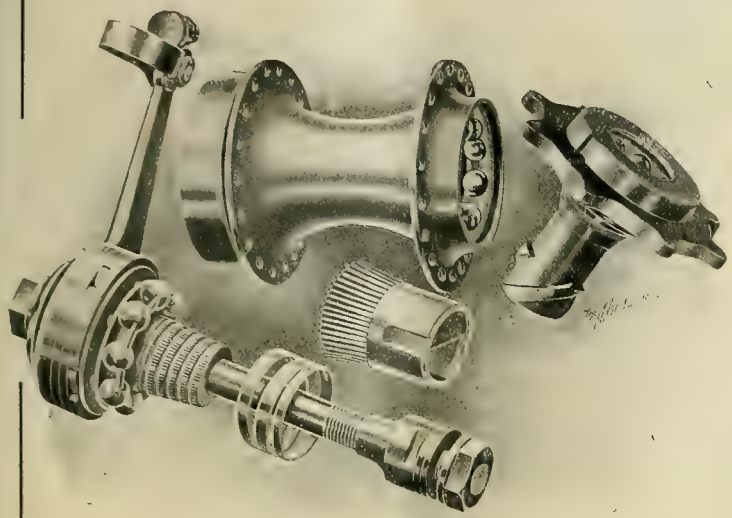
Have you ever thought about the many different ways cycle and motor traders look at things, and the various methods they adopt in conducting their businesses? It all seems a question of individual temperament. Two men may be of entirely opposite natures; yet both may be successful, and "get there," as the Americans say. We all know the various types, such, for instance, as the careful and cautious "plodder," who is in distinct contrast to the go-ahead individual who launches out in all kinds of ways with a characteristic recklessness and apparent rashness which forebodes disaster to the minds of others of a somewhat pessimistic nature. Some men have no individualism—no original ideas. They plod away in the same old groove year after year without any ambition to better their lot, afraid to launch out or speculate, pessimistic to a degree, always considering that the good old cycle trade is "goin to the dogs," and the motor trade beyond them. Others, again, "take the bull by the horns," and venture their all to succeed, their very optimism pulling them through every difficulty.—The Cycle Trades Review.

¶ This business was established, has been and is conducted by one so full of optimism that it is breaking through the roof.

CHAS. A. PERSONS, PRESIDENT

The Simplicity of the

NEW DEPARTURE COASTER BRAKE



is one reason for its
Great Popularity

ONLY FEW PARTS—
ALL ARE VERY STRONG—
UNFAILING IN OPERATION—

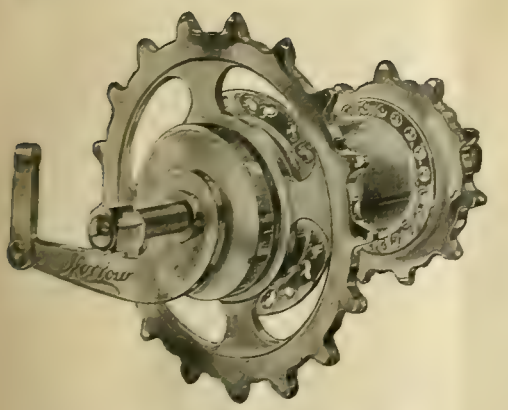
Simplicity, strength and reliability are about all the rider is looking for. He gets all in New Departure, with superior finish and design thrown in.

What the rider is looking for
the successful dealer will sell

New Departure Manufacturing Co.

KING STREET, BRISTOL, CONN.

THE MORROW



For Chain-Drive Motorcycles

is the acknowledged leader on Bicycles and Motorcycles.

It gives each user the best of Satisfaction and Service.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

PIERCE CYCLES

TRIED AND TRUE

BEST ON THE MARKET TODAY

Pierce Bicycles are business builders for thrifty agents and when our guarantee is given, the agent can feel sure that the factory will stand behind it.

The best materials possible to procure, combined with years of experience, are put into our bicycles.

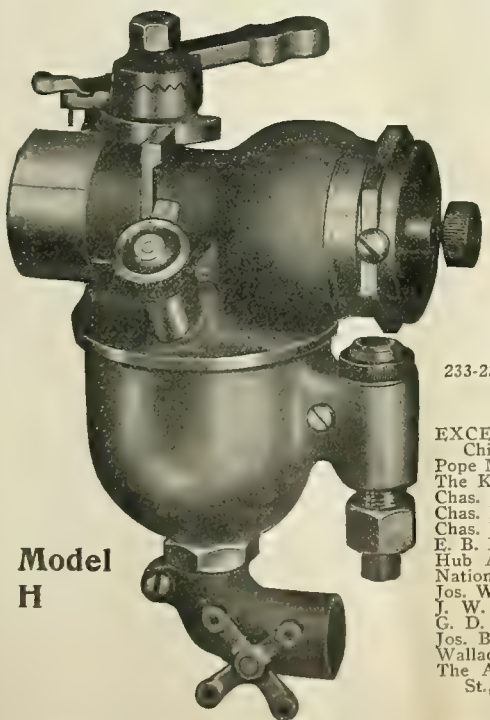
We have spent money to keep our bicycles in the position they occupy and have done much to keep up the bicycle interests by putting a strictly high-grade bicycle on the market, therefore deserve the patronage of the trade.

AGENTS WANTED **WRITE FOR CATALOGUE**

THE PIERCE CYCLE COMPANY, 6-22 Hanover Street, Buffalo, N. Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

THE SCHEBLER CARBURETER



Model H

STANDARD OF THE WORLD

Built for Motorcycles

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. **Capacity 20,000 Carbureters a Month.** We can take care of the Carbureter business of the world. **Orders filled same day they are received.**

WHEELER & SCHEBLER, MANUFACTURERS

Factory: Indianapolis, Ind.

SALES OFFICES
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NEW ENGLAND OFFICE
W. J. CONNELL, Mgr.
36 Columbus Ave., Boston, Mass.

EASTERN OFFICE
E. J. EDMOND, Mgr.
The Motor Mart,
62d and Broadway, N. Y.

CANADIAN OFFICE—JOHN MILLEN & SONS, Ltd., Montreal—Vancouver—Toronto.

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Chas. E. Miller, 824 Main St., Buffalo, N. Y.
Chas. E. Miller, 406 Erie St., Cleveland, Ohio.
Chas. E. Miller, 227½ Jefferson Ave, Detroit, Mich.
E. B. Belcher, 26 Green St., Malden, Mass.
Hub Automobile Exchange, Dorchester, Mass.
National Elec. Supply Co., Washington, D. C.
Jos. Woodwell Co, Wood St. & 2d Ave Pittsburg, Pa.
J. W. Lathrop & Co., Mystic, Conn.
G. D. Thorndike, Portland, Me.
Jos. Brassard, Central Falls, R. I.
Wallace Bros., Norfolk, Va.
The Autolight Motor & Supply Co., 508 N. Broad St., Philadelphia, Pa.
Page Engineering Co., Baltimore, Md.
Smith Electric Engineering Co., Watertown, N. Y.
Kansas City Motor Car Co., Kansas City, Mo.
Neustadt Auto & Supply Co., St. Louis, Mo.
C. J. Smith & Co., 354 St. Peters St., St. Paul, Minn.
The Angier Co., Boston, Mass.
The E. R. Cumbe Co., 1528 Court Place, Denver, Col.
A. Baldwin & Co., 332 Baronne St., New Orleans, La.
Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.
Chanslor & Lyon Motor Supply Co., 503 Golden Gate Ave., San Francisco, Cal.
Wilson & Co., Ottawa, Ont., Can.
McCulloch & Boswell, Winnipeg, Man.
Canada Cycle & Motor Co., Toronto Junction, Can.
Schuman Carriage Co., Honolulu, T. H.

What Dealers and Riders Say Is Sometimes Much More Convincing Than What The Manufacturer Claims For His Own Product

READ THESE OVER

W. M. WEAVER, Altoona, Penn.—"I have over 50 wheels on hand which I rent, and I find the Popes give the best satisfaction. They stand all kinds of bumps."

F. H. FOOTE, Yonkers, New York—"Kindly mail me a catalogue. I have had two of your Chainless Models—they are perfection."

H. K. BACON, Oxnard, California—"My old Chainless Model was recently put out of commission by being run over by a dray. One of your latest models which I ordered has been received, and, to say that I am pleased with the wheel is putting it mildly. I am happy in having so fine a wheel."

VERNON HODGES, Jefferson, Oklahoma.—"I have a Pope Chainless and regard it the best of any wheel I ever rode or owned."

S. BRIGGS, Melbourne, Australia.—"I am prepared to testify that from nearly 30 years' experience as a user of bicycles, and during which time I have ridden many of the world's best, I have not had or seen a better than yours."

FREDERICK T. SHARP, Waterbury, Vermont.—"I realize that this Model is antediluvian. but the fault is yours if there is any, for your company should not make bicycles that wear so many years. I bought in 1899 and have used it ever since."

J. W. WATSON, Kingwood, West Virginia—"I am still riding Chainless Model 50, bought in 1898, and it is in the very best of condition."

GEORGE SLOAN, Statesville, North Carolina—"I have owned one of your bicycles and it gave me the best satisfaction of any wheel I ever rode, and I wish to buy another of you."

W. FRENCH, South Bend, Indiana—"I was in a bicycle store to-day and saw your latest Tribune. I want to congratulate you on the elegant wheels that you are putting out under this name-plate, and certainly think that you have them all beaten."

JORDAN & SANDERS, St. Louis, Missouri—"The Columbia and Rambler samples just came in and we are glad to learn that you are getting out goods, and we are well pleased with the way they look."

CRESCENT CYCLE & SUPPLY COMPANY, Topeka, Kansas—"The Bicycles have arrived. Have sold one and have prospects for selling two more shortly. Am well pleased with the wheels and am of the opinion that they are the best made."

F. H. FIELDS, Nebraska City, Nebraska—"The Model 814 arrived yesterday in good shape. It's a beauty and is bound to win friends."

JOHN E. BAILEY, Monte Vista, Colorado—"Ramblers and Columbias have no equal in my estimation. These goods have always given me and my friends good satisfaction."

GILBERT J. RICH, New York City—"I never knew how easily a bicycle could run until I got a Columbia last fall. I can climb hills easier with an 81 gear than I could with a 59 gear on another wheel."

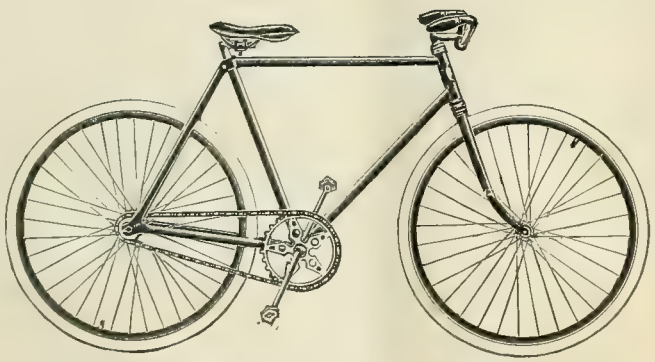
Dealers who handle Pope bicycles secure steady, satisfied customers, making their business lasting and profitable.

Write for catalogs. Dealers wanted in all open territory.

POPE MANUFACTURING COMPANY

Dept. B. **HARTFORD, CONN.**

"This One Thing Will I Do"



There you have the one great secret of successful bicycle selling.

When you divide a prospective buyer's attention, you invite him to consider further—you "get him to guessing," so to speak, as to which or what to buy and when to buy it.

Ninety per cent of your sales for 1908, in all probability, will be on $25 bicycles. So, the way should be clear:

"This one thing will I do; I will sell the Gendron $25 model. I will sell it because I know its reputation for quality and dependability that extends back a quarter of a century. I will sell it because it is the only $25 bicycle on the market with all parts guaranteed. I will sell it because each and every working $25 Gendron makes friends and new customers for me."

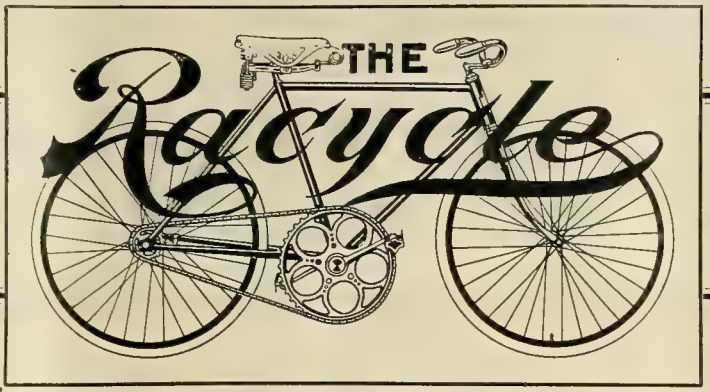
If you will say this, and push this model as it deserves, and with the enthusiasm that the conviction of its real, tangible worth inspires, you will compute with gratification the results —the profits—of 1908.

Get the catalogue.

Gendron Wheel Co.
Toledo, - - Ohio

THE FACTORY STANDS SQUARELY BACK OF

The World's



Best Bicycle

¶ There is no other bicycle made whose makers are willing to offer rewards of $10,000 in cash and $50,000 in stock of the company, in support of their claims for its points of superiority.

¶ Mr. Dealer, you have more actual, positive selling points, and more to talk about in selling the RACYCLE than can be found in any other bicycles made. Surely you will appreciate this as a business building proposition and the factory supports you in every RACYCLE sale that you make.

THE RACYCLE AGENCY MEANS MONEY TO YOU—WRITE FOR PARTICULARS.

THE MIAMI CYCLE AND MANUFACTURING CO., MIDDLETOWN, OHIO

F. M. JONES, Pacific Coast Rep., Sacramento, Cal. TIGER CYCLE WORKS CO., 782 Eighth Ave., New York, N. Y.

The Product of Co-operative Labor



Careful and Experienced

Workmanship

Elegant Finish

Best Material

Sold Everywhere

EMBLEM MFG. CO., - - ANGOLA, N. Y.

REPRESENTATIVES—BALLOU & WRIGHT, Portland, Ore., for Oregon and Washington. JOHN T. BILL & CO., Los Angeles, Cal., for California. MANUFACTURERS' SUPPLIES CO., Philadelphia, Pa., for Delaware, Maryland and South New Jersey. MEREDITH & GUTHRIE, 333 Main St., Salt Lake City, Utah, for Salt Lake City and Vicinity.

Why Work in the Dark

When Our "LIGHT" Will Give You PROSPERITY?

The LIGHT Motorcycles

ARE BUSINESS BUILDERS

It's their QUALITY and PRICE that appeals to the purchaser

They outshine all others in Up-to-date and Practical Improvements

Let Us Interest You

in our Agency Proposition. It means Profit and Satisfaction. We have 3 models to choose from.

THE LIGHT MANUFACTURING & FOUNDRY CO.

Motorcycle Dept. **Fourth and Hanover Streets, POTTSTOWN, PA.**

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, March 28, 1908 | No. 1

TRADE ASPECT OF TIRE CONDITIONS

What Increased Power and Weight of Motorcycles Involves—Lesson Learned from Automobile Experience.

"With the increased power that characterizes the single cylinder motorcycles of 1908 and great increase in the number of two-cylinder machines, he is a wise man who looks well to his tires," said a G & J tire representative one day last week. "Any one who fancies that the tires that have done service in previous years, will serve as well for the heavier and higher powered machines is due for some expensive experience; they simply will not do it.

"Every manufacturer of automobile tires learned the lesson at great cost. The makers of motor cars kept piling on weight and adding to the power of their engines with no thought of the effect on the tires and the result was an accumulation of trouble and regret that it has taken a long time to overcome. The cost of tire upkeep has been magnified into one of the greatest bugaboos of automobiling and is the item that has wet-blanketed hundreds if not thousands of sales.

"When we had an automobile load of our men follow the last F. A. M. endurance contest for two days it was done for a purpose. We acquired a lot of valuable information which we turned to advantage in producing our 1908 tires. It cost us money to do so, but every cent of the increased price was put into the tires themselves to meet the new conditions. We are profiting by our experience in the automobile industry and the man in the motorcycle business who is looking to the future and who desires to conserve his own interests, should do likewise. 'Tire trouble' can do much to injure the trade in motorcycles and the best way to escape such injury is to avoid it. We are doing our part to that end."

Grinberg Bobs Up Minus Morris.

Although that interesting pair, Morris & Grinberg, who have done business as the Manufacturers' Outlet Co., and other titles, but who usually operate as the Manhattan Storage Co., several months ago closed their picturesque bicycle establishment in the business and commuters' part of New York City, it appears that this section of the metropolis has not lost all of its charm for at least one-half of the firm. Grinberg, it transpires, is treasurer of the Hayes Rubber Co., which recently established itself on Warren street, and which has been incorporated with $3,000 capital. President Hayes states, however, that Grinberg will supply additional money if it is desired. Some of the stock, salesmen and signs that characterize the Warren street store are strikingly suggestive of Morris & Grinberg establishments.

Ovington Gets His Ideal at Last.

The Ovington Motor Co. is now displaying for the first time in New York what Ovington himself cleverly styles the 1908½ model of the four cylinder F. N., because of the fact that it is the second model announced for this year. The new comer is marked by the 20-inch frame, and other detail refinements disclosed at the Boston show early this month, but its particular feature is a 5 horsepower engine in place of the one of 4½ horsepower, previously used. Ovington long has been calling on the Belgian manufacturers for more power, a lower frame and heavier rims, and now that the F. N. has all of them, and more, he finally is content.

Thor Establishes a Chicago Branch.

The Aurora Automatic Machinery Co. have opened a salesroom at 1470 Michigan avenue, Chicago. In addition to the full line of Thor motorcycles, the Thor hubs, coaster brakes, repair parts and accessories will be carried. The store will be in charge of A. C. Andresen, who is an expert from the Aurora factory.

CITY'S BIG BICYCLE REPAIR BILL

Nearly Double the Expenditure for New Machines in 1907—No Apparent Explanation of the Outlay.

The revised bids for the 125 bicycles, required by the New York Police Department, will be opened on Monday next, 30th inst., at 10 a. m.

The year 1907 was an expensive one, so far as bicycles were concerned, for the police department—so expensive as to be almost suspicious. In all, the sum of $6,871.75 was spent for bicycles and motorcycles, and supplies and repairs, and this does not include the original cost of the 75 antiquated Eagles unloaded on the Police Department by Morris & Grinberg—otherwise known as the Manhattan Storage Co.—who will have to sue the city before their bill will be paid—if ever it is paid. Whether the back-numbered Eagles are responsible for the great repair bill is an interesting speculation.

Of the amount spent on bicycles and motorcycles, two-thirds, or in actual figures, $4,494.07, went for repairs. While it is easily understood that the wear and tear on the machines ridden by policemen is in many instances vastly in excess of the wear and tear on wheels used by private individuals, it is equally true that a great many officers do little more than ordinary patrol duty with their machines, and obviously this work is done on asphalt pavements, cycle paths and macadam roads, where the strain on the machine is reduced to the minimum. In view of this condition it is hard to understand why the repair bills should be so enormous, especially as all contracts for bicycles are awarded conditional on the machines being kept in repair, free of charge, by the successful bidder, for a period of six months.

The amount spent for supplies, etc., was

$2,367.50. An interesting item in this account is the sum of $850 paid to Fred Forster, an east side dealer, for 20 Columbias—an average cost of $42.50 each. Why the bicycles were bought from an almost unknown dealer and why he should have received $10 per wheel more than was asked for the same machines by A. G. Spalding & Bros., the Pope agents, is one of the mysteries that the records do not explain. According to rumors, there is an interesting story behind the transaction. But this purchase was not the only evidence of the department's friendship and good will toward Forster, as he received $107.55 for supplies and $754.55 for repairs, a total of $1,712.10.

The repair bills were divided very generously throughout the city. G. B. Pieper, of Brooklyn, heads the list with $864.65. Nine others who received more than $100 were as follows: F. Forster, $754.55; E. L. Fall, $574.95; J. Donohue, $472.10; F. O. Ericson, $379.64; J. C. Foley, $323.50; G. Hetzel, $184.90; L. Blum, $127.40; F. B. Widmayer, $121.70; and Drewitz & Son, $119. The balance of the amount spent for repairs was $571.65, which went to 21 other repairmen, one of whom received $92.70, and from that all the way down in varying sums to the one who received the least and he received 50 cents, as his portion for keeping the police wheels in order.

Under the heading of supplies, appears one item of $969 for motorcycles.

Probst Invents Noiseless Testing Stand.

J. Fred Probst, the Terre Haute (Ind.) dealer, has improved on the old idea of making a cushioned motorcycle testing stand merely by bolting a stand to a heavy board and placing the board on two old inflated bicycle tires. Instead of old tires, Probst has mounted the wood base on eight coiled saddle springs. He did not thus tax his ingenuity wholly because he wanted to, but because some of his neighbors offered objection to the noise and vibration created when he undertook to set a motorcycle going on his shop floor.

The Retail Record.

Dover, N. H.—A. F. Tibbetts, reopened store at 4 First street.

Red Bank, N. J.—Fred H. Van Dorn, admitted Ely B. Kirby to partnership.

Asbury Park, N. J.—Asbury Park Bicycle Exchange (Mahns Bros.), removed to 166 Main street.

Racycle Honored in Its Birthplace.

The Racycle evidently is "full of honor in its own country." The Middletown (Ohio) Bicycle & Auto Co., which handles Racycles in the town of their origin sold no less than 257 of them during the year 1907.

Calls His Place the "Speed Shop."

G. W. Lyon, who handles Torpedo motorcycles in Chicago, has hit upon an alliterative title for his establishment. He styles it the "Speed Shop."

DRIVEN BY DISCARDED BICYCLES

Machine Shop of a Pennsylvania Genius Equipped with Odd Power Plant—Legs Constitute the Motor.

Bicycles have been known to serve many utilitarian purposes first and last, both in their palmy days, and afterwards when claimed by the junk man, but probably they have never been put to a more extensive post mortem use than in the little machine shop conducted by Frank Bucher in the rear of his residence, 1712 Pear street, Reading, Pa. Here, every machine is run by bicycle power, and the entire motive force required to operate the plant is derived from the sturdy legs of the designer of the system, who is at once owner, proprietor, foreman and crew.

The originator of this unique establishment is a natural genius who began life as a slate picker in one of the large mining districts of Pennsylvania's coal section, and has gradually worked his way up to a position as expert machinist in the machinery department of the North Ninth street rolling mill. His natural turn for mechanical things is so strong that he was not content with the experience gained at his trade during the day, and several years ago he began the construction and equipment of a small shop of his own, upon which he worked after hours. The building in which it is housed is a substantial brick structure, 10 by 20 feet in floor plan, stocked entirely with home-made machinery. This consists of a lathe, jig saw, circular saw, shaper, grinder and polishing machine. The entire plant is operated by independent pedal motors, constructed from second-hand bicycles, purchased for the purpose and ingeniously rebuilt.

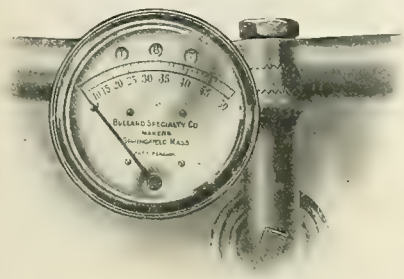
In order to produce this economical power plant, it was first necessary to purchase six discarded bicycles, which afterward had to undergo some little adaptation in order to fit them for their new line of duty. In effecting this material transformation, the front wheel and fork were removed, as well as the seat post, the remainder of the machine being left practically intact. The machine was then reversed, as it were, the seat post being again fitted up, but on the head instead of the upright tube, the frame being securely clamped in cast iron brackets made especially for the purpose. The part originally intended for the seat post is used for attachment to the machine which is to be driven.

In operating either of these machines the owner merely seats himself in the saddle in the regular way, pedaling at a rate which will secure the proper driving speed for the operation he is performing. The machines are geared in such a way that a fairly uniform rate of pedalling may be adhered to so that the wear and tear on the "power plant" is kept down as much as possible.

In addition to furnishing considerable amusement for the builder, the arrangement has more than once served a useful purpose in the construction of fittings for his home as well as in the production of a few small articles for outside consumption. As the production of the plant is not confined to metal working altogether, a variety of products can be constructed so that the pastime besides furnishing amusement for the owner, has been turned to good account financially speaking on more than one occasion.

Registers Miles as Well as Speed.

The value of the motorcycle speedometer recently placed on the market by the Bullard Specialty Co., Springfield, Mass., and



which met with immediate favor, already has been still further increased. It is now being made with a self-contained odometer or cyclometer, so that at a glance it instantly answers not only the "how fast" question but the "how far" one. This added feature has been incorporated in the instrument without any increase in its size, and the fact that it is attached to the handle bar, where reading is easy, should add to its popularity. The accompanying illustration shows how the odometer reading appears on the dial.

Evidence of Prosperity in Utica.

The Utica Cycle Co., Utica, N. Y., is preparing to let contracts for the construction of a four-store stone building on the southwest corner of Columbus street and Maiden Lane, in that city. It will be 55 by 112 feet. The company has been conducted since 1895 by M. J. and W. F. Carroll, and of late years has cut a considerable figure in the jobbing trade. That it has prospered, the decision to erect the new building makes evident.

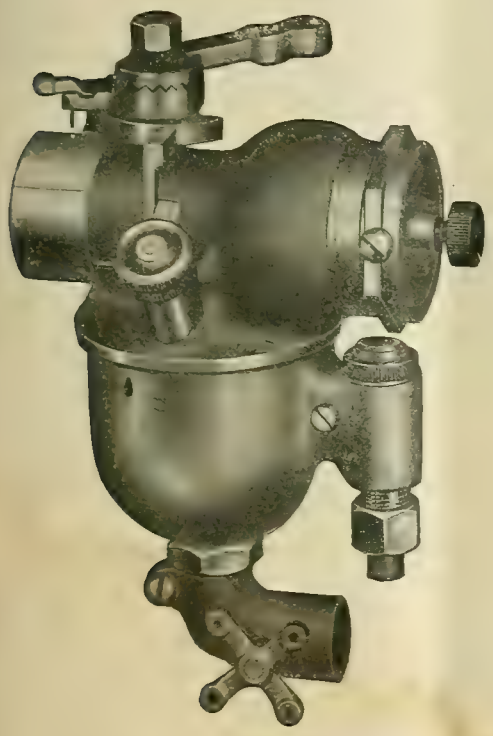
Pepper Box for French Chalk.

A tin pepper box with a perforated cover, protected by a twisting cap, is recommended as the ideal thing for carrying French chalk or talcum powder in the tool box. Unless a strong package of this sort is used for carrying the powder, it is usually found distributed throughout the tool kit, when needed, and so thoroughly blended with the dirt and dust that it is absolutely unfit to be put into the tire.

MODIFIED FOR MOTORCYCLE USE

The Schebler Carburetter Presents Novel Features—Its Automatic Compensation and Universal Adjustment.

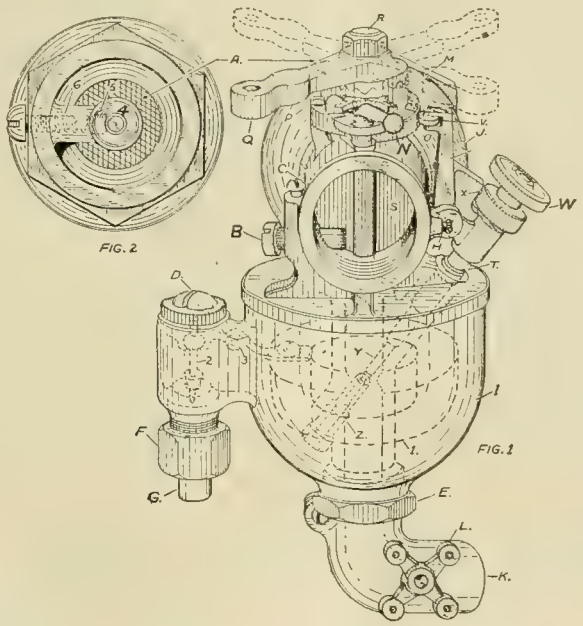
There are more different considerations involved in the design of a successful carburetter than the average user can begin to account for, while even the expert frequently is sorely tried in enumerating them. On this account the carburetter maker who devotes his whole time exclusively to the study of the problem finds that time profitably spent, while the engine builder as often discovers it to his advantage to avail himself of the specialized product so produced, as a means of both profit and economy.



EXTERNAL VIEW SCHEBLER CARBURETTER

Probably the most extensive carburetter plant in the world, producing a device which is known wherever American engines are known, is that of Wheeler & Schebler, Indianapolis, Ind., builders of Schebler carburetters in a wide variety of sizes and styles. They have been "feeling out" the needs of motorcycles with several designs and finally have brought their Model "H" Schebler to the point where they are ready for any demand. In a general way this device follows the structural plan of their larger editions, intended for automobiles, and eminently successful in practice. As in those designs, the jet is centrally located, the main air supply is constant in volume and is inducted through a central draught tube, and the regulation of the mixture is secured by means of an auxiliary air valve, spring controlled, together with a throttle actuated arrangement for controlling the flow of fuel through the jet when high rates of motor speed are to be dealt with.

The general appearance of the device, as well as its interior construction are shown in the accompanying illustrations. The float chamber is cup-shaped, and contains an annular cork float, hinged at one side and connected to an arm which controls the motion of the float valve, which is carried in a small external chamber, readily accessible from without. The arrangement is indicated by the numerals, 1, 2, and 3, in the outline view of the complete device. The draught tube, through which the main body of air is drawn, is centrally located, and the intake pipe, K, may be turned to any desired position by adjusting the coupling, E, so as to take in warm air from the vicinity of the exhaust pipe, when desired. The jet, Z, controlled by the needle valve, Y, which in turn, is regulated by the screw, W, and its lock nut, X, is placed at the symmetrical center of the float chamber, so that the fuel level remains sensibly constant irrespective of the position of the machine.



INTERNAL MECHANISM SCHEBLER CARBURETTER

The throttle, S, is placed in the mouth of the delivery tube, at the side of the mixing chamber, and is controlled by the lever, Q, while an adjustable stop, B, is used for limiting its travel to the point at which just sufficient gas will be permitted to pass for the minimum running speed of the engine. Opposite the throttle, and at the other side of the mixing chamber, is the extra air valve, A, which is adjustable and comes into operation only when the motor speed has increased to a point where the main air inlet is insufficient to deliver a sufficient quantity of air for the proper mixture. A further regulation of the mixture, employed for high speed only, is directed upon the needle valve itself, through the medium of the eccentric high speed adjustment, N, which causes the needle valve to be raised or lowered by the motion of the throttle, and independently of the adjustment of the screw, W, within certain limits of high speed running. This is effected through a cam and eccentric arrangement acting directly on the needle valve and regulable by means of the small lever, N, at the time of making the initial setting. Another useful feature is the starting valve, L, which is closed when the motor is to be started, in order to cut down the air intake and secure a sufficiently rich mixture for the intial explosions.

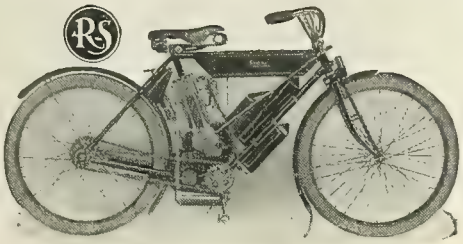
Special features of the device are its neat and compact construction; its universal adaptability, since all connections, whether for fuel, air or gas, may be adjusted to suit the individual requirements of the machine on which it is mounted; its automatic regulation at all speeds; and the range of liberal adjustment which it is possible to secure, whether for high or low speed running. This is particularly desirable in a carburetter of the commercial type since the relative demands of different motors for conditions of high and low speed running vary considerably.

How Age Improves Well Kept Motors.

Most things tend to grow weaker as they age. Oddly enough, however, such is not apt to be the case with the internal combustion motor provided only it is kept in good condition. The motorcyclist who fancies it is natural that his motor should lose power after being in use for some little time, say a couple of seasons, for instance, is on the wrong track. Good use and good oil, regularly applied, only serve to polish all the bearings and tend to make the mechanical parts run more smoothly. Lost motion should be taken up from time to time, and the compression maintained at its highest practical point. Loss of power, when these conditions have been fulfilled, must result from something other than senility.

The RS is Right

not merely in some points but in all points. It has no monopoly of good features but it contains more of them than any other motorcycle made.



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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 28, 1908.

Motorcycles for Delivery Purposes.

Several times during the past year or two attention has been called to the commercial possibilities of motorcycles by the installation of light luggage and parcels delivery systems here and there. The low cost and combined handiness and speed of motorcycles make them particularly well adapted for enterprises of this sort, and the only wonder is that there are not more of them in such use at the present time.

There are three ways in which motorcycle delivery may be established, and it is well to bear them in mind as offering strong inducements to business and profit in their respective fields. The merchant or business man who has continuous and paying use for a delivery vehicle can frequently apply motorcycles to good advantage, either independently or in conjunction with horse delivery, for light loads, and for making "special deliveries." Because it does not "eat its head off" when not in use, a motorcycle van may be made to supplement the regular delivery service of the average retail business very well indeed, even where the nature of the goods handled, or the distribution of the field is not such as to warrant its continuous application; while in the small towns or in the residential districts of large cities, the butcher, baker, grocer, and laundryman to whom prompt delveries often mean the difference between growth and stagnation, a van of the sort can be made to yield large returns.

Where several merchants are grouped in the same locality, neither of them having sufficient delivering to do to support a machine and work it to best advantage, it is possible sometimes to operate one or more machines on a co-operative basis, employing drivers to look out for the operation and repairs exclusively, and sharing the costs on the basis of deliveries made.

A third possibility in this connection, which has been applied much more frequently than the last, is that of establishing a regular parcels delivery or light express service in some locality where there is plenty of need for such transportation, and where conditions are favorable. Here, the haulage may be performed on any one of the usual bases of charge, and frequently a substantial return in addition to business of a purely transient nature, secured by handling certain lines on a contract.

The advantage of the thing is that the investment required to start is small, that the upkeep is small, and that to a large extent, that upkeep depends upon mileage traveled, rather than upon any other factor. In this it differs from animal haulage, and on this account, once the costs are properly fixed, the rate of earning always can be checked on the mileage basis and the balance of charges and costs kept at a paying balance all the time, provided only that the motorcycles employed are given intelligent treatment and are not overloaded, which is to say that a single cylinder machine is not employed when a "double" is required for the work—a too common inclination.

Bicycles in the Police Service.

Birmingham, Ala., having experienced an epidemic of burglary finally checked it by the establishment of a bicycle corps for patrol duty. Six men, who traveled in pairs, were detailed for the duty and the thieves soon sought other fields. It is hard to determine why the officials of the police departments in any part of the country should require such abnormal activity on the part of the criminal classes before they should discover such a simple, effective and inexpensive means for increasing the efficiency of the police force. For the fact is self-evident.

The Birmingham instance simply calls attention anew to what the Bicycling World many times has pointed out—that the patrolman, mounted on a bicycle, can cover his post at least three times—more likely four times—as often as the man on foot, or, following out the same reasoning, he can patrol a post three times as long in the same period as can the man who walks. In other words the bicycle multiplies the usefulness of a patrolman by just about the figure 4. Why, therefore, bicycles should be assigned only to those policemen who are detailed to traffic squads, or assigned to those who chase speeders, is not easily understood.

While it is true that the bicycle would be of little use in that portion of a large city given over to business, where doors must be tried on each tour of duty, its value in a residential section, or in outlying and suburban districts must be clear to anyone who gives the subject serious thought. Noiseless, inconspicuous, easily handled and speedy, the little machines would act not only as a cure for, but as well, a preventive of, crime. For the housebreaker or other miscreant would hesitate to ply his "calling" in a section where the guardians of the peace might swoop down noiselessly and unawares, or pursue him with such speed that an attempt to escape would assume the semblance of a one-sided race.

Trough a rainy night would furnish conditions that would be disagreable to a cyclist, it would not prohibit riding. Properly dressed, as policemen are supposed to be for all occasions, a post could be patrolled efficiently, even if uncomfortably, and wet pavements do not preclude fast riding.

In New York, and in other places, where as now, the cry always is for more policemen, and where the money for salaries is not readily obtained from the city fathers, the bicycle would do much to relieve the strain on the force, and furnish adequate protection. The machines are not expensive and properly marked it is seldom indeed that a wheel belonging to the police department would be tampered with or stolen, when its rider had been forced to leave it, while taking a prisoner to the station house.

At any time any community desires to increase its police force at minimum cast, a bicycle will make one man equal to four. At any time the head of the police department desires to increase its efficiency one roundsman mounted on a bicycle can be made the equal of four roundsmen.

CORRESPONDENCE

Estabrook Finds Cause for Comment.

Editor of the Bicycling World:

I enclose $2, for which please renew my subscription to your valuable paper. It is a mystery to me how ever you get so much really good motorcycle stuff as you are printing weekly, all the year around.

After writing the above I concluded the perusal of "Care and Repair of Motorcycles," begun earlier in the week. After reading the solid matter appertaining to the care and repair, etc., I continued to read the ads, as is my usual custom and finally the outside of the back cover was all that was left to peruse. There I read: "The Motorcyclists Very Best Friend," "The Bicycling World, 4 cents per week, $2 per year." Cheap enough and good enough for any man, I said to myself "For F. A. M. members $1 per year," was on the next line.

Does it pay to read the ads.? While you chalk me down for two years subscription instead of one year, just think it over. Can I match up? Sure! Nothing easier. My number is 763, and good till May 12, '08; see H. J. Wehman, secretary. The F. A. M. is a live organization and doing great work for motorcyclists and it seems to me that every present owner of a motorcycle should about break his neck trying to get his name enrolled on their lists. If you catch an old L. A. W. man riding the up to date mount, there is no need of asking him if he belongs to the Federation of American Motorcyclists; it is a foregone conclusion.

E. M. ESTABROOK, Bangor, Me.

Books that Deal with Training.

Editor of the Bicycling World:

(1) Is there any late book published in regard to sprint bicycle racing—how to select gear, cranks, frame height, etc.? (2) I am 6 foot, and weight 180 pounds. What gear, crank length and frame height would best suit me?

D. M. CAMPBELL, Gray, Ky.

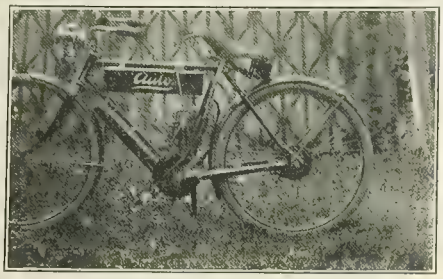
[1. There have been no books of the sort published since the Spaldings' "How to Train for the Bicycle," and former Champion A. A. Zimmerman's "Zimmerman on Training." (2) Experiment and individual preference only can decide. Zimmerman, who beat the world, was about your height and nearly your weight, used 68 to 72 gear, 6½ cranks, and a high frame. To-day 96 gear, 6½ cranks, and 20-22-inch frame are the rule rather than the exception for track use.]

About the First Shaft Drive.

Editor of the Bicycling World:

Referring to the several letters which have appeared in your Correspondence Column from persons who lay claim to the production of the first shaft-driven motor bicycle, I am frank to say that I believe I made the first machine of the sort in this country. It dates as far back as the fall of the year 1901. The motor had a 3½-inch bore and a 4-inch stroke and was geared 4½ to 1, and the machine proved quite a success.

I disposed of it and built another and have been improving each year since. I have made five different models, all with shaft drive. In No. 5, bevel gears were used

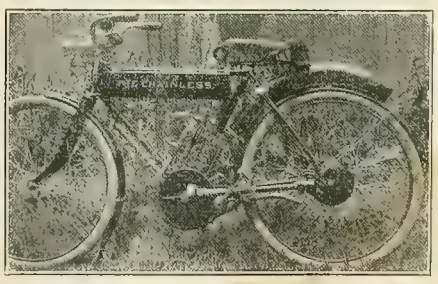


DEWALD'S MODEL OF 1905-6

for transmission, a compensating clutch being in the rear wheel. In No. 4, bevel gears were used with clutch to crank case and free engine started with a crank, the clutch being applied to get in motion.

I send you two photographs, which show No. 4, of the year 1905-6, and No. 5, of 1906-7. I hope to locate a picture of the 1901 machine, but it must be returned to the owner. I am now working on a new model, also shaft driven, with compensating clutch and free engine, geared 3½ to 1. The motor will be powerful, 3⅜ by 3¼ stroke, 3,000 r.p.m.

All of my machines but one are chainless and pedalless. I think I have said enough



DEWALD'S MODEL OF 1906-7

as to my claim for the credit of producing the first shaft-driven motorcycle.

GEORGE De WALD, Brooklyn, N. Y.

Some Opinions from Up-State.

Editor of the Bicycling World:

The home made luggage carrier which L. A. Younkin suggests in your issue of March 14th, may be all right for a light package that can be as conveniently held by a carrier on the handle bar, but to make the carrier strong enough for a heavy package would require that the stays be so large as to make it look cumbersome; also it is so far back from the center of the rear wheel that it is liable to cause the front wheel of the motorcycle to leave the ground in ascending hills. I agree with him and Dealer Swenson as to horn clamps being too big for handle bars. As a rule, when a customer buys a horn he will want you to put it on for him. Then when you have got to get a roll of tape or a piece of leather to make the clamp fit, the sale is off. I also agree with Mr. Younkin that piston rings should be cut with a step joint, but where they are not so cut and are liable to work into line, I would suggest that a small hole and pin put in it at the joint will keep them from working around.

E. R. CAIN, Holley, N. Y.

Italian Duty on American Bicycles.

Editor of the Bicycling World:

Will you please inform me what the duty is on American bicycles in Italy.

WM. B. JOHNSON, Philadelphia.

[The duty is 42 francs, singly or in quantities. For touring purposes, on entering Italy you must pay to the custom authorities the 42 francs, receiving in exchange a certificate of deposit which you may surrender when you leave the country to a custom official at any port, who will refund the entire amount of deposit if the bicycle is not left behind. There is also a fee of about $2, which must be paid for a license. the payment of which secures for the tourist a tag to be attached to the bicycle, permitting the rider to go anywhere in the country. This fee, which is to be paid in any one municipality, will not be returned.]

COMING EVENTS

March 28, New York City—Century Road Club of America's annual dinner at Terrace Garden.

May 3, Camden, N. J.—Stroud Wheelmen's fourth annual 60-miles road race to Atlantic City; open.

May 10, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 10 miles handicap road race; open.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

September 20, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 100 miles record run; open.

New Bicycle Club at Washington.

Among other new things, there is a new bicycle club in the Capitol—the Washington Cycle Club, which was organized on Monday evening last. Officers were elected as follows: President, E. P. Hazleton; secretary, A. C. Lynn; treasurer, C. H. Cross; road captain, A. Messino.

Cyclists of Two Cities Form a Club.

The Newton and Watertown Cycle and Motorcycle Club is the title of an organization formed last week in Watertown, Mass. O. F. Needham is its captain and Fred Hill, one of New England's crack amateur cyclists, is first lieutenant.

NEW YORK MOVES FOR F. A. M. MEET

Movement Takes Shape at Enthusiastic Meeting — Club Formed, Workers Chosen, Money Subscribed.

If the Federation of American Motorcyclist's national meet of 1908 does not prove "the largest, merriest and most memorable gathering of motorcyclists that ever has occurred"—to quote the words of H. J. Wehman who issued the call for the meeting—then signs have lost their meaning. The meeting in the famous Parlor A of the Grand Union Hotel, New York, on Monday evening last, 23d inst., designed to bring the meet to the metropolis, was so well attended and was marked by so much of the proper spirit, that the groundwork for a "large time" already may be said to have been well laid.

The net result of the meeting was the formation of the F. A. M. 1908 Meet Club, with these officers: President, R. G. Betts; of the New York, Brooklyn, Boston and Providence motorcycle clubs; vice-president, L. H. Guterman, Harlem Motorcycle Club; secretary, Henry J. Wehman, Brooklyn Motorcycle Club; treasurer, David Dessau, New York and F. N. motorcycle clubs. The officers were instructed to apply to the executive committee of the F. A. M. for the privilege of holding the next meet in New York City, which application since has been filed. As there is no other candidate in the field, the filing of the application is largely a matter of form. Even if this were not the case, the newly elected president of the club stated that he had so much influence with the president of the F. A. M. and the club's secretary had so much influence with the secretary of the national body—they themselves hold those respective offices—that he did not believe the result long would remain in doubt.

Except for the vice-presidency, the election in each instance was unanimous. For that office, L. H. Guterman, E. L. Ovington and T. K. Hastings were nominated and Guterman won by a safe majority. Some very open electioneering against Ovington was done, the word being passed that there was other work for him to do.

R. H. Nickerson, ex-president of the New York Motorcycle Club, acted as temporary chairman of the meeting. He looked upon an attendance of nearly 80, which crowded the parlor to its limit. After it had been declared to be the sense of the meeting that the F. A. M. meet of 1908 should be held in New York and that a club be formed to apply for and conduct it, a recess was declared that the constitution and by-laws might be prepared. During the recess, the National Grange's petition to Congress for $50,000,000 for road improvement, was circulated and signed by all present.

The constitution and by-laws are comprehensive and of wide scope. They provide that any member of the F. A. M. shall be elected to membership in the club on payment of the dues, which were fixed at 50 cents for the period of the existence of the club. A membership card which will be somewhat out of the common will be issued as an enduring souvenir of the club whose days are numbered from its very beginning; the by-laws stipulate that it shall dissolve immediately the affairs of the meet are wound up. Any money that remains in the treasury will be divided pro rata among the subscribers to the meet fund.

The general direction of the club and of the meet are vested in an executive committee composed of the officers, the chairmen of the four standing committees and three non-office holding members. The four committees of seven members each are as follows: On Ways and Means, on Entertainment, on Contests and on Publications. The respective chairmen are authorized to enlarge and sub-divide their committees, for whose work they are held responsible. The executive committee may remove any member of any committee deemed derelicit in the performance of his duties. The club will meet monthly and all committees at least twice each month.

Considerable discussion as to the most desirable date for the meet was provoked, those present dividing into two sides, one favoring the week of July 4th, the other faforing the last week of that month. A "straw" vote was taken and resulted in a large majority for the July 4th dates, but the other side let it be known that it would renew its efforts for later dates when the time for the definite decision arrives.

Chairmen of four committees have been appointed as follows: Ways and Means, E. L. Ovington; Entertainment, R. S. Morton; Contests, Roland Douglas; Publications, Theodore K. Hastings.

Ovington got busy immediately after his appointment and before he left off, he had raised nearly $1,000 in amounts ranging from $150 to $1. The other members of his committee are J. I. Brandenburg, F. A. Baker, Eugene Kicherer, Harold Fletcher and David Dessau. Practically all of them are well positioned to make purse strings loosen and to assure an ample fund. In addition to the money subscriptions, several tenders of prizes were made. Charles A. Persons, the Coes Wrench Co., F. B. Widmayer and B. A. Swenson sent word that they practically placed no limit on the number of the sundries of their respective production which the promoters of the meet might have for the asking—from one to one hundred is the way two of them expressed it.

Before adjourning the meeting President Betts stated that for the first time at any meet, and purposely, the entertainment committee had been place ahead of the contests committee—that while it was not the intention to give less attention to competitive events it was the intention to give more attention to the entertaining features and to promote "good-times headaches" on the part of the by far greater number of men who view but do not engage in competition. R. S. Morton, who has been entrusted with this task, is a Brooklyn motorcyclist of the most enthusiastic sort. It is told of him that a few years ago he went on a tour and forgot he had a home. He says he is nearly fifty years old, but he has a hard time making people believe it. At any rate, he is possessed of remarkable enthusiasm and energy and willingness to work and as he has spent practically his whole life in the theatrical business, there is every promise that the jollification part of the F. A. M. meet is in uncommonly competent hands.

May Race 100 Miles on Home Trainers.

Despite their difference in color, Herman H. Hintze, of the Tiger Wheelmen of New York and Hardy Jackson, of the International Cycle Association, which latter is composed of riders of all nationalities and colors, are of one mind. Hintze is a follower of Prentice Mulford and although Jackson, who is colored, has not had much time to devote to the study of the subconscious states of the mind and other psychic subjects, there seems to exist between Hintze and Jackson some inexplicable mental telepathic communication.

Accordingly, the other night when Hintze pulled the bed covers tightly around his chin, the weather being cold, and turned on his back to better allow his soul to escape the bondage of a material prison, his soul went to a large hall where a 100 miles home trainer race was in progress between his material body and that of Jackson. The next day he hunted up Jackson and told him of his experience, and Jackson admitted that it was mysterious, as he had dreamed the same kind of a dream. Funny part of it is that Hintze saw himself the winner, and Jackson dreamed himself the victor, and as the latter is superstitious, he has dusted up his rabbit's foot and now is engaged in hunting a hall where the long distance home trainer match may be held. This may sound like a joke, but it isn't; the two men are in earnest, and that a 100 miles race on the rollers contains the gem of novelty goes without saying.

Tiger Wheelmen Elect a New President.

Charles Milkowait, one of the earliest members, has been elected president of the Tiger Wheelmen of New York to succeed H. A. Gliesman. At the annual election Gliesman was asked to accept the office again, but as he already had served in that capacity for five successive years, he considered that he was entitled to a well earned rest. Milkowait is an earnest worker and rider, and doubtless will continue to keep the Tigers in the front ranks of activity. The other new officers are: Vice-President, Charles P. Soulier; financial secretary and treasurer, H. A. Gliesman; recording secretary, Frank MacMillan; captain, William Canfield; first lieutenant, George McAdams; sergeant-at-arms, Nicholas Kind.

FASTEST EVER ON HOME TRAINERS

Vanoni's Mile Ride at Tiger Wheelmen's Meet—J. B. Hawkins Wins the Championship Event.

Coming so soon after the home trainer races which caused scome unpleasantness at the New York Sportsman's show, it was feared that the sixth annual championship home-trainer meet of the Tiger Wheelmen, held in Turn Hall, New York City, Saturday night last, 21st inst., would not come up to expectations. Such proved not the case, however, and although the meet lasted until nearly morning, owing to the interspersing of dances between events, it was in the main exciting and drew frequent bursts of applause from the large crowd in attendance; in fact, the largest crowd that has attended a home trainer meet in some time, filled Turn Hall.

The principal events decided were the one mile amateur championship of New York and New Jersey, for which a Racycle and a certificate of performance from the National Cycling Association was offered, and a mile inter-club team race for a silver trophy. J. B. Hawkins, on a Reading Standard bicycle, won the championship and the team of the Century Road Club Association, composed of Fred C. Graf and the Eifler brothers, secured the trophy for their organization. Two exciting professional and one amateur match races filled out the program.

Although the mile championship was run in heats the winner was the rider making the fastest time, regardless of how he finished in each heat. To make the event interesting, although it was time that counted two riders contested each heat, making eight heats in all. Fred C. Graf, of the Century Road Club Association, well known as a road plugger, and Charles Capello, of the Akron Wheelmen, fought the first heat, and as was to be expected Graf had an easy time, winning in 1:20, as against 1:27⅗ for Capello. Joe Eifler who, with his brother Frank, needs no introduction, rode the second heat against Louis Luppi, of the Akrons. Although it was not the fastest time this was one of the most interesting heats of the race as the victory was in doubt until the last quarter, when Eifler sprinted and won by one second. Frank Eifler had Anthony Baccetti against him and the veteran road rider won in a close finish by less than two seconds.

Otto Brandes had little trouble in defeating Charles Milkowait, the new president of the Tiger Wheelmen, in the fourth heat, and the next between Victor Anderson and Joe Berlenbach went to the latter by three-fifths of a second. This unusually close finish was the occasion for much enthusiasm as both riders are popular youngsters who show earmarks. Emil Koster defeated Berlenbach's "big" brother in the sixth heat and the next one between "Mormon" Duester and Nick Kind proved "pie" for the former. Kind tried hard to maintain his old-time reputation, but although his spirit was willing his legs were weak, and Nicholas—no kin(d), beg pardon, to the Czar of that name—is almost willing to admit that he is ready for oslerization along with "Pete" Wollenschlager. Despite his growing age "Pete" won the amber brew handicap later in the evening sitting up, and by the depth of the froth.

George McAdams died easily when he went against J. B. Hawkins, for the young



J. B. HAWKINS

sprinter had things his own way from the start, and was never in danger of having the bicycle taken away from him. Hawkins's time was 1:17, the best of the 16 contestants, and so he was adjudged the winner. The Hawkinses had a profitable evening, even as had the Berlenbachs one night some months ago, for two bicycles was their portion. The Pierce bicycle that was raffled for the benefit of the MacDonald Memorial Fund, it having been one of the bicycles ridden by the late Urban MacDonald in the six day race in which he was fatally injured, and donated by the Pierce Cycle Co., was won by J. H. Hawkins, father of the young rider.

The club team race was awarded to the team of three riders that made the best average time, and the association sprinters —Eifler-Graf-Eifler—carried off the trophy by riding one mile collectively in 4:06 ⅖, averaging 1:22 2-15 to the mile. The Akron team of Luppi, Capello and Bacetti, was second with an average of 1:25 14-15, while Koster, Anderson and Kind, the Edgecombe trio, finished third in the final placing. The Tiger Wheelmen's team was last.

Probably no race created more excitement than the three-cornered international professional match betwen J. Frank Galvin, representing America; Marcel Dupuis, for France, and Charles Vanoni of Italy. After a close mile heat in which Galvin beat Vanoni, the American was put against the Frenchman. Although Galvin is an excellent home trainer expert Dupuis has had some experience along that line and the neck and neck struggle between the pair brought the house to their feet. It was no circumstance, however, to the enthusiasm that bubbled over when Dupuis met Vanoni. The Frenchman and Italian battled furiously for all the half mile and when Vanoni gave a final dig in the last five yards and won by an eye-lash in 31⅘ seconds, the fastest time ever made on these trainers, the crowd yelled itself hoarse. The race resulted in a tie on points and because of the lateness of the hour it was not decided.

In a special match at one mile Otto Brandes defeated Charles Milkowait, the time being 1:18, while Al Judge, of the Galway Men's Association, took William Canfield's measure in a half-mile match, Canfield represented the Kilkenny Men's Association. The summaries:

One mile amateur championship—1, J. B. Hawkins, Brower W., 1:17; 2, F. C. Graff, Jr., C. R. C. A., 1:20; 3, F. W. Eifler, C. R. C. A., 1:20⅖; 4, E. Koster, Edgecombe W., 1:21; 5, A. Bacetti, Akron, W., 1:22; 6, G. Duester, C. R. C. A., 1:22⅘; 7, P. J. Berlenbach, Tiger W., 1:24⅖; 8, V. Anderson, Akron W., 1:25; 9, O. Brandes, Edgecombe W., 1:25⅖; 10, F. W. Berlenbach, Brooklyn, 1:26; 11, J. M. Eifler, C. R. C. A., 1:26; 12, L. Luppi, Akron W., 1:27; 13, Chas. Cappello, Akron W., 1:27⅗; 14, Chas Milkowait, Tiger W., 1:32⅗; 15, N. Kind, Edgecombe W., 1:34; 16, Geo. McAdams, Tiger W., 1:35⅘.

Three cornered international match, professional—First heat (one mile) won by J. Frank Galvin, America; second, Charles Vanoni, Italy. Time, 1:17. Second heat (half mile) won by Marcel Dupuis, France; second, Galvin. Time, 0:33⅗. Third heat (half mile) won by Vanoni; second, Dupuis. Time, 0:31⅘ (record). Resulted in a tie on points.

One half mile match, professional—Won by Al Judge, Galway M. A.; second, William Canfield, Kilkenny M. A. Time, 0:34⅖.

One mile match, amateur—Won by Otto Brandes, Edgecombe Wheelmen; second, Charles Milkowait, Tiger Wheelmen. Time, 1:18.

One mile inter-club team race—Won by Century Road Club Association (F. Eifler, Graf, J. Eifler); total time, 4:06⅖; average time, 1:22 2-15. Second, Akron Wheelmen (Luppi, Capello, Bacetti); total time, 4:16⅗; average time, 1:25 14-15. Third, Edgecombe Wheelmen (Koster, Anderson, Kind), total time, 4:20; average time, 1:26⅔. Fourth, Tiger Wheelmen (J. Berlenbach, Milkowait, McAdams); total time, 4:32⅘; average time, 1:27 17-45.

SECOND DEFEAT FOR CHAMPION

Moran Beats Him in Exciting Contest at Boston—MacLean First in Gruelling Fifteen Miles Race.

John Bedell, of Lynbrook, N. Y., Walter A. Bardgett, of Buffalo, James F. Moran, of Chelsea, and Tom Connolly, of South Boston, shared honors at the regular weekly meet at the Park Square bicycle track in Boston last Saturday night, 21st inst. Bedell won the professional open while Bardgett got the handicap and James F. Moran, who the week previous had defeated Nat Butler in a paced race, turned the same trick on Albert Champion in two straight heats. The amateur event went to Connolly. The usual large crowd was in attendance.

Moran won both heats of the paced race by a margin of one lap, but the victory both times came hard. In the first heat Moran set such a hard pace in the final mile when he passed Champion that the Gaul was shaken from his motor, and in the second heat the Frenchman had some little trouble with his machine. Moran displayed great form, however, and apparently knew what he was talking about two weeks ago when he declared that he would put a crimp in all the "Down East" pace followers.

The paced race was run in five mile heats and in the first Moran trailed Champion for a half lap's gain at two miles. The big "Chelsea Milkman" repeatedly tried to pass Champion, but the dapper little Frenchman met every onslaught until a half mile to go. Then Moran drew alongside and on the next to the last lap Champion lost his pace. Moran won by 176 yards. In the second heat Moran attempted to pass at three miles. Champion stood him off twice until his motor began to skip, when Moran went to the front and was never headed.

Two trials and one final heat sufficed for the mile handicap. Anderson, of Denmark, was on scratch in the first heat, but before he had gone ten yards a toe strap broke and he lost his pedals. Menus Bedell, on 25 yards never had a chance. Anderson was permitted to start in the second with John Bedell on scratch. It was another case of highmarkers, but Bardgett from 40 yards managed to slide in to qualify. Bardgett was virtually the scratch man in the final heat, but he rode a great race, overhauling the field one by one and won out in a final sprint from Halligan. T. Lawson, a Swede who came to this country with Anderson, of Denmark, "showed" for the first time. He was placed in his heat, but was lost in the final shuffle.

The fifteen miles open for professionals was a gruelling affair. Root started out after the special half mile prizes and had three of them before Anderson got in the running. After that it was nothing but the Dane, as he secured 18 of the 27 specials. The pace was so hard that the last mile found only six riders left—the Bedell brothers, Bardgett, Root, MacLean and Wiley. Bardgett had Root in tow and set the pace until three laps to go, when John Bedell jumped. The frequent six day winner tried to meet the sprint, but was not able and got pocketed, as Menus Bedell held onto his brother's rear wheel. This position was maintained at the finish, MacLean finishing fourth.

The mile handicap for amateurs was won by Tom Connolly of South Boston, who started from scratch. Stoughton, a 35-yards man was second, and Cameron of New York, also on scratch, finished third. The summaries:

Five miles motor paced match, professional—First heat won by James F. Moran, Chelsea; second, Albert Champion, Boston. Time, 8:36⅘. Second heat and match won by Moran; second, Champion. Time, 8:35.

Fifteen miles open, professional—Won by John Bedell, Lynbrook; second, Menus Bedell, Lynbrook; third, E. F. Root, Melrose; fourth, Hugh MacLean, Chelsea. Time, 37:39⅕.

One mile handicap, professional—First heat won by P. F. Logan, South Boston (45); second, A. W. Holbrook, South Boston (100); third, Dennis Connolly, Boston, (90). Time, 2:03⅗. Second heat won by George Wiley, Syracuse (95); second, T. Lawson, Sweden (150); third, Walter A. Bardgett, Buffalo (40). Time, 2:02⅕. Final heat won by Bardgett; second, J. T. Halligan (65); third, George Wiley. Time, 2:04⅖.

One mile handicap, amateur—Qualifants: L. A. Stoughton (35), J. J. McKinnon (45), Tom Connolly (scratch), Fred Hill (scratch), George Cameron (scratch), Joe Currie (85), P. Drobach (60). Final heat won by Connolly; second, Stoughton; third, Cameron. Time, 2:08⅗.

Corporation to Rebuild Vailsburg Track.

Definite steps toward the reopening of the Vailsburg board track at Newark, N. J., were taken yesterday, 27th inst., when Charles B. Bloemecke, lessee of the property ,agreed upon terms with the American Amusement Co., composed of Boston promoters, for a three years' lease of the property, and a contract was let to Jack Prince to construct a six lap track. Prince has already secured the necessary permits from the building department and expects to begin work on Monday, so that the track will be ready for racing within one month. Behind the new company, which has become incorporated, are E. W. Bowen, the Boston promoter, and Nat Butler and James F. Moran, two well known racing men. Butler will act as manager of the track and it is stated that Moran will sail for Europe next week to secure a number of European cracks. The first meet will be held on either Sunday, April 19th, or Sunday, April 26th. It is announced that race meets will be held every Sunday afternoon and Wednesday night.

PLANNING THE ENDURANCE CONTEST

Prospect of Two Days of Long Travel at Closely Regulated Pace—Two New Tests in Contemplation.

As New York City is, to all intents and purposes, sure of the next F. A. M. meet, the first move toward formulating the plans for the national endurance contest also has been made, H. J. Wehman, who had to do with the four previous contests, having been appointed provisional chairman of the committee which will be named to conduct this year's event. If a suitable man is found to relieve him of the secretaryship of the F. A. M. 1908 Meet Club, Wehman desires to resign that office in order to be able to devote more of his time to the endurance contest for which he has an abiding affection.

There has been some talk of a 24 hours contest, but as the law of New York will not permit any man to engage continuously in any event of that duration, it is scarcely possible that anything will come of the suggestion. In discussing the subject with some of his intimates, Wehman has expressed himself as inclining toward a two days' contest, as heretofore—the first day from New York to Philadelphia and return, about 200 miles, and the second day a circuit of Long Island, about 250 miles. At least two incidental tests also are in contemplation—an emergency brake test and a "breakdown" test, in the latter of which the twin cylinder motorcycles will be required to complete a given distance on one cylinder.

One new feature is practically certain of being instituted. In order to prevent scorching, and to promote regularity of running, the competitors will be timed at unknown points between controls and while generous leeway will be permitted, it will not be enough to permit schedules to be disregarded by contestants who desire perfect scores. Their practice of coming with ing a few yards of controls and waiting for time to expire was broken up several years ago. Latterly it has been their habit to wait "around the corner" or a mile or two distant, far enough away to avoid being seen by the control keepers.

Twenty-second's Team Trims Thirteenth's.

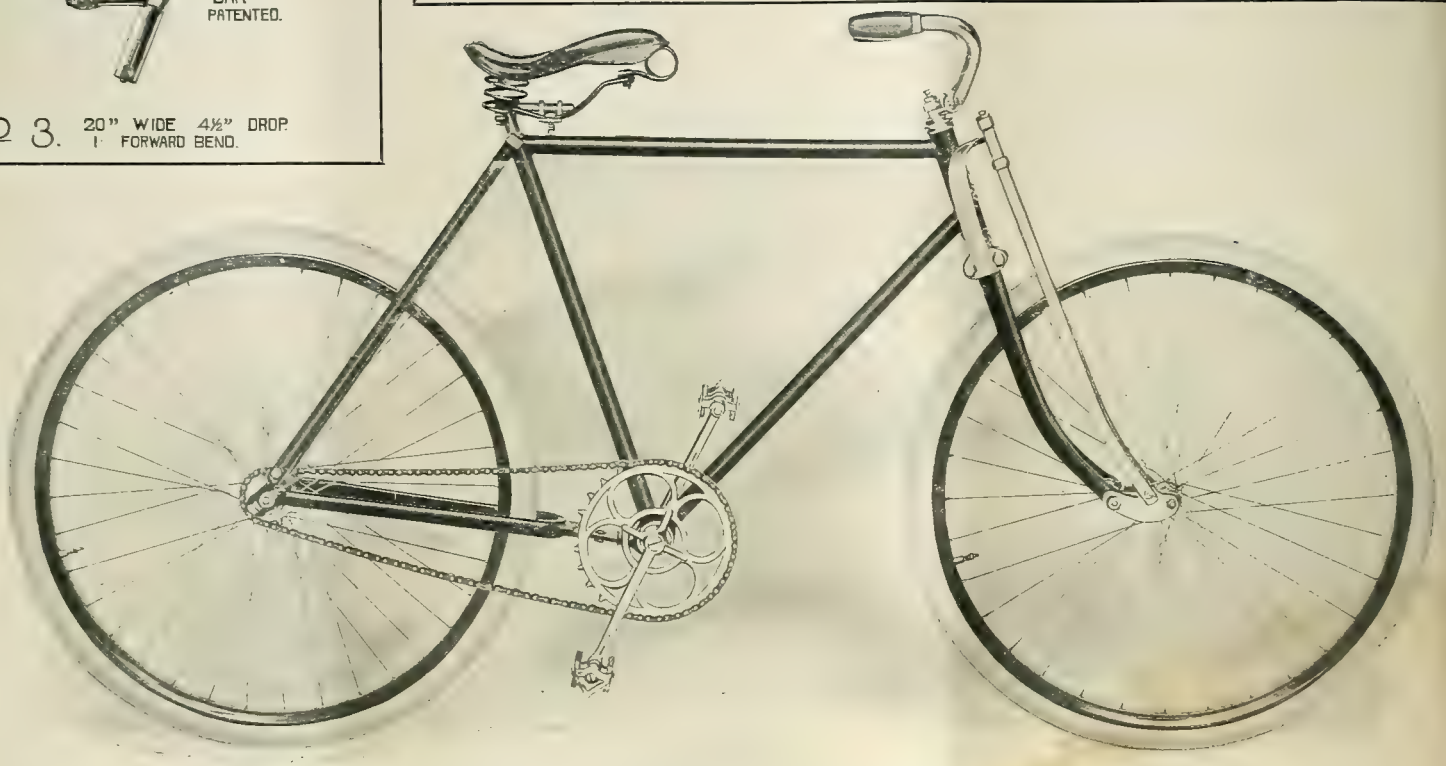
William Vanden Dries and F. Elliott Adams, of the Twenty-second regiment, won the team pursuit race at the thirtieth annual games of the artillery section of the Thirteenth regiment, held in Brooklyn last Saturday night, 21st inst. Devine and Carman, of the promoting organization, were second, and Brown and Wanner, of the Twenty-third regiment, finished third. Time, 3:17. The mile novice, closed to members of the Thirteenth, went to H. A. Taylor, with C. A. Mohrman second. Third prize was won by W. Scheyner. Time, 2:50⅗.

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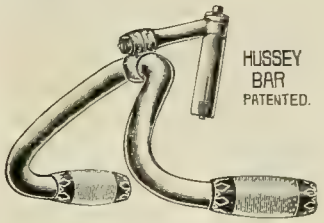
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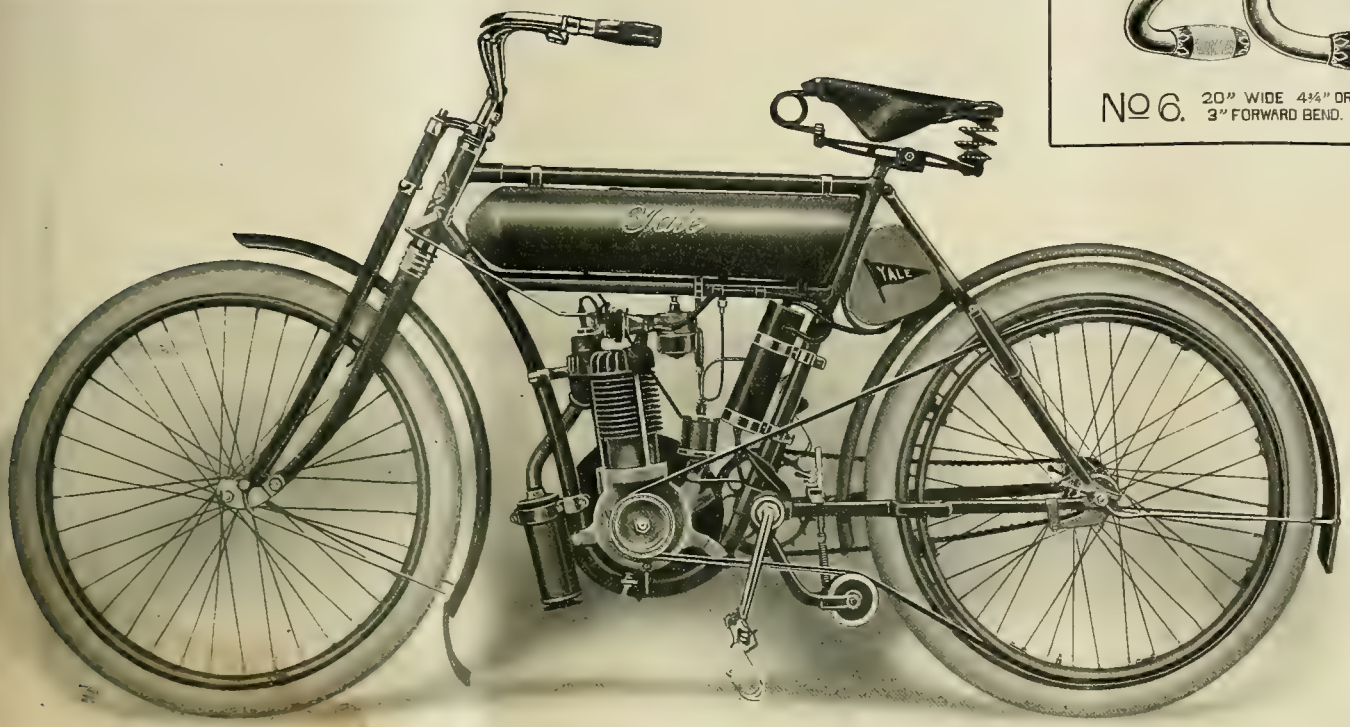
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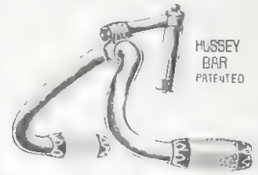
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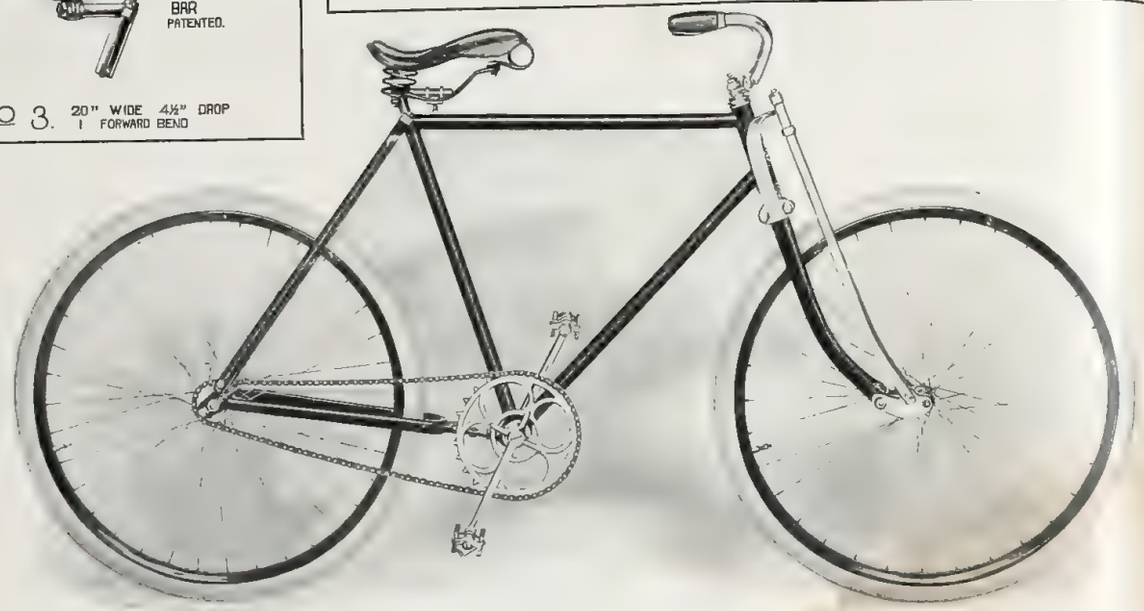
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JACQUELIN EXCITES PARIS MOB

Slaps a Judge Because of an Adverse Decision—Attempt Made to Fire the Velodrome d'Hiver.

Apparently Edmond Jacquelin cannot keep out of trouble. The gallery-playing French sprinter almost caused a riot at the Velodrome D'Hiver, Paris, on Sunday, 15th inst. Becoming enraged at the judges because of an adverse decision Jacquelin committed the grave offense of slapping and shaking the president of the Sporting Commission of the Union Velocipedique de France, at which the crowd of hooligans took sides with Jacquelin and tried to set fire to the track. The disturbance was quelled by Jacquelin himself, however, but later when it broke out afresh, the riot was stopped only by the arrival of 300 reserves.

The trouble arose in the second annual race for the Grand Prix of the U. V. F., for the semi-finals of which Schilling, Comes, Otto Meyer, Dupre, Vanden Born, Jacquelin, Henri Mayer, Rutt and Hourlier had qualified. The first semi-final heat went to Vanden Born, who finished in front of Rutt and Comes, in this order, Dupre winning the next heat from Schilling and Meyer. In the third semi-final heat were Jacquelin, Hourlier and Mayer. Jacquelin won the heat, but following a protest of Mayer, the German, the judges disqualified Jacquelin and gave the heat to Hourlier. Leon Breton, president of the Sporting Commission of the U. V. F., made the decision against Jacquelin.

Then the trouble commenced. Jacquelin, as he rode up, saw his name was not on the board, and with his face red with rage he demanded an explanation of Breton. The explanation evidently was not satisfactory to the erratic French rider, for the next thing the spectators saw was Jacquelin slap Breton. Before any one could interfere Jacquelin grabbed the president of the Sporting Commission by the shoulders and shook him so hard that his hat rolled to the floor. About that time, however, two of M. Breton's sons got into the running and they separated the belligerents.

The effect may be imagined. As Jacquelin is a gallery player of the first order, the gang of hoodlums took sides with him and swarmed over the track. Chairs and railings were broken up and thrown into the center of the enclosure and a bonfire made of the debris. Fortunately the floor of the Velodrome d'Hiver is thickly sanded and the blaze was extinguished before it had done much damage. The trouble was stopped for the time being in a peculiar manner. A little girl ran down and presented Jacquelin with a bouquet.

That was Jacquelin's cue for a grandstand play. He picked the little girl up in his arms and, just like the president of the French republic would have done, implanted a kiss on each blushing cheek. The tide was turned in an instant. The rioting ceased and Jacquelin was cheered. The incident is not closed, however.

Later the final was run and it resulted in a victory for Vanden Born, with Hourlier second and Dupre third. Jacquelin had in the meantime disappeared, and the gang of toughs, seeing him out of the final heat, began another disgraceful riot. Had it not been for the arrival of 300 reserve gendarmes it is likely the building would have been destroyed.

Apart from this little exhibition of "Parisian pleasantry" the spectators saw some good racing. They saw Darragon, their favorite pace-follower defeated in two straight heats by Parent, who, since he secured the services of Andre, Darragon's former pacemaker, seems to be the coming man. The first heat went for 12 miles and Darragon trailed by eight laps at the finish. In the second heat, at 18 miles, Darragon slowed up when he saw himself hopelessly beaten. Henri Mayer and Walter Rutt won the tandem race, Labrousse-Boutellier finishing second.

A new track is shortly to be built at Brussels, measuring 440 yards to the lap. The new track at Milan will be opened about the middle of April.

No sooner have the big "locomotive" pacing machines got to work on the German tracks than accidents are reported. At Treptow one of the motor pacemakers went through the railing and down the banking, but without doing much damage to either himself or machine. At Leipzic, however, matters turned out worse. There a motor tandem was being tried, but the man on front lost control of the machine while it was going at full speed and both riders catapulted over the railing into the seats. Kaubish, the steersman, had to be taken to the hospital with a badly injured thigh, while Wagner, the engineman, escaped with skin wounds and minor bruises.

Here is a queer example of "amateurism" as it is worked out in Italy. An Italian rider named Bettini, residing at Marseilles, turned professional after winning several amateur races last season. His old club, the A. V. Amateurs de Marseilles, was thus deprived of his services and made application to the Union Velocipedique Italiene for Bettini's reinstatement. It was granted upon condition that Bettini return the amount of 105 francs, about $21, which he had won as a cash chaser. Bettini did so, and now is in possession of an amateur license for 1908.

William Canfield and Marcel Dupuis will meet in a five mile motor-paced race at the games of the Kilkenny Men's Association, to be held at Celtic Park, Long Island City, N. Y., Sunday afternoon, April 12th. Canfield has had some little experience in following the motor on a flat dirt track, but this will mark Dupuis's debut. As Canfield is Irish and Dupuis French the match will have an international aspect.

AUSTRALIA'S FIRST SAUCER TRACK

McFarland's Melbourne Enterprise Opened with Big Attendance—Hot Weather and Quarrels Mar Its Success.

Melbourne, Feb. 16th.—Thanks to the energy and enterprise of Floyd McFarland the saucer track has become a reality in Melbourne and was officially opened January 11th. Although saucer track racing is something entirely new in Australia, the meets have been fairly well attended, but not quite as largely as the management had been led to expect. Unfortunately the great heat wave has doubtless had some effect upon the crowds as the thermometer has for some time hovered above the 100 degrees mark; in fact, for five days it registered 107. The result of the decreased attendance has been manifested at the meets. Since the first two nights, January 11 and 15, the prize money has been gradually reduced, until it now reaches barely $175 per night, and expenses have been cut down in other ways. Race meets are held two nights a week—Wednesdays and Saturdays.

The management of the track practically is by the League of Victorian Wheelmen, which already has fallen out with several of the best local riders, because of entry fees. Four of them, Ernest A. Pye, G. J. Farley, H. Thomas and S. E. Gordon, who had to uphold the sport against the McFarland-Clark combination, the latter pair being financially interested in the saucer, elected to "stand down" because the management would not give them free entry to the races. The League management threatened the refractory quartet with all kinds of penalties for "acting derogatively to the best interests of the sport" but when the four riders refused to enter subsequent meets, they were approached to the effect that if they would apologize they would be "forgiven" and their conduct overlooked. To their credit it is to be said that no apologies were forthcoming and some arrangement has now been made so that they get a refund of their entrance fees.

This affair having blown over (after the league council had "severely reprimanded" the riders), Floyd McFarland, who was acting as manager of the Melbourne Saucer Track Co., fell out with the league officials because there were too many cooks stirring the broth, and had a few words. It did him no good, however, as he was subsequently fined $20 for "pulling" Clark in a 5-mile race. McFarland did not want to start in the event at all, as owing to looking after the track affairs he was behind with his training. They pressed him to ride with the above result, when the "long 'un" cried enough, and resigned his position as manager, worth $25 plus a percentage of takings—about $35 per week in all—saying that his standing as a rider was more to him, and that he would then pay full atten-

tion to his training, with which the duties of management interfered.

Apart from the saucer racing, the sport is in a very quiet way, and several important meetings have been withdrawn for this season. Our hitherto best track—at the Exhibition—merely lacks seating accommodation for the spectators, and the trustees of that ground, after witnessing the arrangement of the seats around the saucer, are inclined to furnish the same facilities at the Exhibition, the more because the new track will take some of the usual fixtures away from it, which means a considerable loss in revenue. The Exhibition track, one-fifth of a mile, is fairly safe, and, given reasonable and comfortable seating, should hold its own with the saucer. The latter track is not as yet very much faster than the Exhibition, under ordinary conditions. Some of the riders prefer the asphalt track at the Exhibition to the boards, as they consider that each man has a more equal chance of winning.

A crowd estimated at 8,000 attended the opening meet of the saucer track on January 11th. The principal event was a five miles scratch race which A. J. Clarke won by a half length from Ernest A. Pye, with T. Gascoyne, a former English amateur record holder, second. Time 10:35. R. W. Morgan and "Pedaler" Palmer won the tandem race with Pye and Clarke second. The distance was one mile and the time 2:00½.

Pye defeated Gascoyne in their unlimited pursuit on January 15th, after riding 2 miles 3 laps, and in the five miles open handicap Pye again was a winner, defeating Gascoyne by a length. Floyd McFarland won the half mile scratch on January 23 after a hard sprint against Thomas and Pye, who finished in this order, while Clarke took the novelty handicap, from scratch. The five miles scratch resulted in a victory for Pye. Clarke was second and Thomas third.

An inter-state team pursuit race was the feature of the meet held on January 25th, and "Rocket" Clarke's magnificent ride electrified the large crowd. Clarke was too fast for even his own team and he left them standing still. Unaided he set out after the opposing team, overhauling and passing them all at three miles and six laps. Gascoyne won the scratch race with Clarke second. Clarke was the entire show on the 29th, when he won the two mile handicap from scratch. Gascoyne was second from the 20 yards mark. After each had won a race on February 1st—Clarke getting the mile open handicap and Gascoyne the half mile scratch—these two riders were matched against each other at ten miles, paced by tandems. Clarke displayed better judgment as well as speed and won from the Englishman by one lap and ten lengths in the fast time of 20:29. Gascoyne looked a winner in the three miles scratch, February 6th, but on the bell lap Pye and Clarke, who had been following closely jumped and had a neck and neck battle for the tape, Clarke winning by a half length from Pye, with Horder third. Pye made his debut as a pace follower on February 15th in a five miles match against Thomas. The latter won by two laps in 8:31⅗. McFarland took the three miles lap handicap from Clarke, with Farley, a five yards marker, third. Both McFarland and Clarke rode from scratch, of course. In the quarter mile record trials Clarke made the best time, covering the two laps in 25⅘ seconds. Farley was next best in 26 seconds.

Derkum's Price Fixed at $1,000 Cash.

Since Paul J. Q. Derkum, the meteoric Los Angeles motorcyclist, acquired a manager, his value has soared to amazing heights. The manager is asking only $1,000 for each appearance of his new found "star" and makes it plain that he wants money and money only; no gilt baubles for him. His price and policy was typically laid down in a letter to the track owners in Salt Lake City, in which he says:

"I wish to state that as for prizes, we are not out for them, but as Derkum holds the world's records from one to ten miles, we are out for nothing but the money, as this alone is all we consider, as the time for prizes is past for him.

"We will come to your circuit for a week for $1,000, if you think it would make a feature attraction, and then, as we would have only time enough to make the east, where we are booked for twenty weeks, it would be impossible for us to stay longer than June 5.

"Derkum would ride against any and all of your records, but not in competition, as he stands alone as the champion motorcycle rider of the world, and until his time has been equalled or beaten he will not race unless a purse of large size is hung up to pay him to compete for.

"Now, if you consider this offer, let us know at once, as our date book is fast nearing its end as to being finished up for the season up to November 15, 1908."

The Salt Lake men not too respectfully declined the proposal. If Derkum and his manager fancy they will pick up as many as one $1,000 bill in the East, they probably are due to obtain a huge chunk of wisdom.

How He Will Get Even with Motorcyclists.

Kenneth Carter, a ranchman of Duarte, Cal., is up in arms against the motorcyclists of his vicinity and vows that unless he is reimbursed for the loss of a horse, valued at $75, he will patrol the Foothills boulebard every Sunday until his wrath is appeased, and arrest all motorcyclists whom he can discover violating the speed limit. On a recent Sunday, a group of motorcyclists happened along just as Carter's two sons were rounding up a couple of horses which had escaped from the corral. A rider gave chase, with the result that the beasts took fright and one of them plunged into a fence, breaking a leg and otherwise disfiguring itself to such an extent that it had to be shot. Failing to locate the mischievous rider, Carter has declared war on all motorcyclists, pending a settlement of his damages.

Actor Quits the Ties and Lands in Jail.

Joe McCollum, of somewhere out Oklahoma way, is in the toils at Chattanooga, Tenn. He was recently a member of the "Through Death Valley" company which lately paid its respects to Tennessee. That was not the crime for which he was arrested, however. He pleads guilty to having stolen a bicycle from in front of the Salvation Army hall, presumably to avoid the actors' usual crosstie route. He started to ride the machine over Mission Ridge, but tired of the undertaking and dropped it over a cliff, he says. He was apprehended just as he was boarding a freight train at Boyce station, promptly confessed, and was locked up. Then a dilemma arose, for no one could be discovered who had lost a bicycle. Pending a judicial solution of the difficulty, Joe, who was very much on his uppers, is living at the city's expense.

Date for Camden-Atlantic City Race.

The fourth annual Camden-Atlantic City road race, notable last year as the first road race conducted under sanction of the National Cycling Association, has been announced by the Stroud Wheelmen of Philadelphia for Sunday, May 3d. Last year's race was an exciting one, and proved a gruelling struggle, as the riders pedaled 60 miles in the face of a strong gale. First time prize was won by Charles A. Sherwood, now a professional in Europe, who established records for 50 and 60 miles. It is planned to make this year's race even greater than last May's contest and the Philadelphia and Atlantic City riders already have begun to train for the grind. According to advices from Baltimore that city expects to send a team of crack riders.

Bicyclists in Beef Eating Contest.

Although they did not ride a century run previous to the affair the members of the Hamilton Wheelmen of Hoboken, N. J., had their appetites with them at the annual beefsteak dinner of the club last Saturday night, 21st inst. Councilman John Hass was awarded first prize—a gilt bone—for having caused more steaks to disappear than any other of the one hundred and some guests. A magician, soloist, comedian, "bone soloist" and monologist furnished entertainment.

Motor and Bicycle Meet for Belleville.

What is styled the Peerless Motor and Bicycle meet has been projected by Carl Bahnsen, George H. Schmidt and Joseph B. Dryer, of St. Louis, Mo., and will occur on Sunday, May 17th, on the half mile track at Priester's Park, Belleville, Ill., which is ten miles distant from St. Louis. Three events for motorcycles and one for bicycles are included in the program. Fate will be tempted in the form of a race for automobiles.

HOMETRAINERS MADE AT HOME

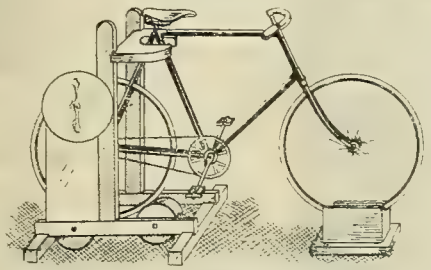
Two Sets of Specifications for Machines Any Amateur Carpenter Could Make —Both are Inexpensive.

Usually home trainer machines are so large and bulky, besides costing considerable to build, that the ordinary cyclist can scarcely devote the room in his bedroom, or woodshed, for installing a set of rollers where he may indulge in winter training when the roads are not in condition to be used. Two simple home trainers of original design and possessing striking features, that are within the compass of average amateur carpentry, are described in a recent issue of Cycling.

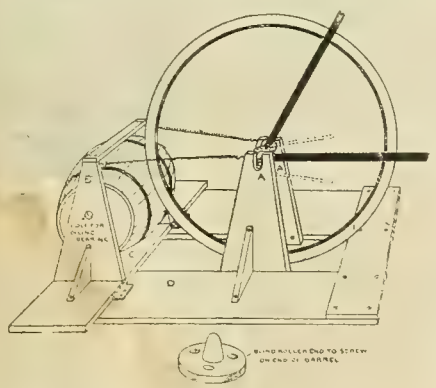
The first is constructed principally of deal, the only exception being the rollers and pulleys, which are made of mahogany. The measurements given are those for a cycle with 25-inch frame and 28-inch wheels, but for a smaller size it would only be necessary to lower the top support. The foot pieces (size 2 feet by 2 inches by 3 inches), are fastened to the pieces carrying the rollers (size 2 feet by 3 inches by 3 inches). The uprights are 3 feet by 2 inches by 3 inches, and are rounded off at the top for the sake of appearance.

The two rollers, which should be 6 inches in diameter by 4 inches across, are secured by means of a hollow spindle running through them and working on two bolts. They should be fixed as near the end of the base as possible, to allow the wheel of the cycle to settle down firmly. The block to support the cycle frame should have a slot cut in it to enable the cycle to slide in. It is necessary to note where the back hub comes when the cycle is in position, and to fix a piece of wood on each side to hold the cycle rigid. The indicator is worked as follows: From the spindle of the back roller an elastic band is connected to a pulley wheel of 6-inch diameter, the spindle of which in turn is connected to the pulley above, and this to a third one. These pulley wheels should be grooved to a depth of ¼ inch, and the spindles of the first two wheels should be 3¼ inch in diameter, the top one being slightly less, for the indicator to revolve eight times to the mile. The stand for the front wheel should have the middle part cut circular at the top to correspond with the shape of the wheel. The whole can be stained or painted according to taste.

The second home trainer is simple in construction and can be erected at a cost of about 50 cents. First a framework of floor boarding is screwed together in the manner shown in the sketch, the uprights A, A, being slotted to hold the back wheel of the bicycle, in which the spindle nuts have been replaced by steps. An empty 4½ gallon barrel is fitted to the uprights (B, B) by means of a pair of blind roller ends, costing 6 cents. These are screwed to the center of each end of the barrel and rotate in the sockets provided in the uprights, these sockets being simply small holes drilled in a metal plate that is screwed to the inner side of each upright. The board (C) is hinged to the two boards (D, D), and springs are placed as shown to pull the barrel into contact with the tire. Those known as bell check springs cost 2 cents each, but stronger ones (door springs),



costing 6 or 8 cents each, are better. In using home trainers of this description it is necessary to cultivate a good ankle action, as the absence of momentum causes the "dead center" point to be much more noticeable than would be the case on the road. The rider must not only "claw" the pedal past its lowest point, but he must also drop his heel when the pedal is nearly at the top of its stroke, otherwise the driving wheel may come to a standstill with the cranks in a perpendicular position. This is really a good point in the home trainer, because it makes ankling absolutely necessary and, when once acquired, the art is not soon



forgotten. Its value will be readily appreciated if the stationary machine is pedalled slowly, when the dead center points are very distinctly felt. The advantage, not simply of being able to keep in training, but of being compelled to pedal correctly, forms a very strong recommendation for such a device.

Bressette Pedals His Own Canoe.

Edward Bressette, of Indian Orchard, Mass., is the very latest man to design a "water bicycle" or "bicycle boat." It is made up of an 18 foot canoe, a bicycle frame and the usual arrangement of pedals geared to the propeller and handle bars attached to the steering device. Bressette's test of his craft, which was pronounced successful, was also described as amusing.

NEW OPPORTUNITY FOR OLD IDEA

How the Motorcyclist Might Escort His Bicycling Wife—The Coupling Device of Former Days.

"Why don't I get a motorcycle?" repeated the occasional cyclist as he sat at luncheon with a friend of his push wheel days. "I have thought of it, but motorcycling is too unsociable; it's a case of going it alone all the time and I don't care for that; in fact, the madame and I have fallen into the very congenial habit of spending all my spare time together and I don't feel like going in for something that will give enjoyment to only one-half of the family."

"What's the matter with the tri-car?" asked his companion.

"The tri-car is all right, but it costs a little more than I can afford, and I have no place to store it," came the answer. "But I've considered the subject a good deal, and would have bought a motor bicycle last year if I could have found just what I wanted."

"You must be hard to suit if you couldn't find a satisfactory machine when the market offers a choice in one, two or four cylinders, belt or chain drive, and an assortment of other features that ought to meet the demands of the most fastidious."

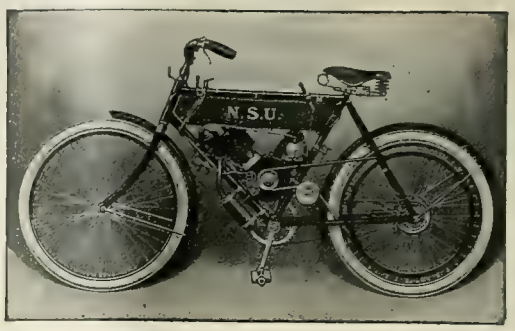
"It wasn't the power end that bothered me, but the lack of suitable facilities, for arranging to be accompanied by madame, that presented the problem. You see, as I said before, I don't feel that I can afford a tri-car, and even if I could, it doesn't just suit my fancy, for I would prefer, and she agrees with me, that she should be beside me rather than in front. She has a drop frame bicycle that is in perfect condition; if I could find some device that would permit of her machine being attached to a motor bicycle, I would get the attachment and the motor bicycle, too, and we would have just the arrangement that I want and that she would prefer.

"Why, two or three years ago I came across an old "Wolff American Duplex—remember them? One wheel in front, two behind and saddles side by side—it's the nicest, most sociable thing in the world. We've enjoyed it immensely and have heard many favorable comments as we rode along, and if that were power driven it would be ideal."

"I remember," began the other, who had been listening intently, "that there used to be a coupling attachment for fastening a drop frame to a diamond. It had a cross bar to control the movement of the front wheels so that they steered in unison; couldn't you get one of those?"

"No; I tried everywhere; wrote all over the country, but they had disappeared and nothing had replaced them. And why such a contrivance has not been placed on the market, for power bicycles, beats me."

Just a Few of Many Unsolicited Testimonials



N. S. U. 1¼ H. P. Lightweight.



N. S. U. 3 H. P. Touring Model.

8 Chatsworth Road, W. Norwood, S. E., 19th August, 1907.

Messrs. THE N. S. U. CYCLE & MOTOR CO.

Dear Sirs—I have just gone over 1,000 miles on your Lightweight and have had no trouble at all, not even a solitary mis-fire, and have averaged about 126 miles to the gallon of Petrol. But I have one serious complaint to make, all my friends are so taken with the appearance and going of the machine that they want to ride it, and I am left on thorns until it comes safely back.

Yours truly, (Signed) A. F. GIRVAN.

Water Commissioner's Office, Dumbries, 18th June, 1907.

Messrs. THE N. S. U. CYCLE & MOTOR CO.

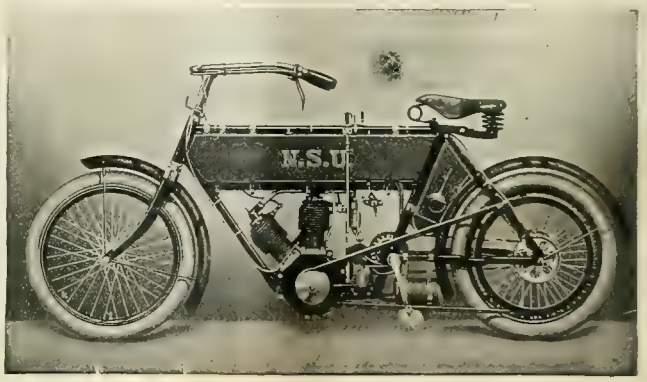
Gentlemen—You will no doubt be glad to know that I won the 110 Reliability Trial on the 14th inst., riding in rain and with terribly slimy roads the greater part of the distance. My mount was a 3 horsepower Standard Touring Model 1906. Three machines of your make finished 1st, 2d and 3d out of ten starters. I had not the slightest mechanical trouble, the ride being a non-stop between controls. The speed limit was 20 miles per hour, and over the whole course I only lost 4 marks, the second and third losing 15 and 16 respectively. The next nearest to this was a . . . rider, who lost 29.

Your machines are very reliable and the repair bill is practically nil, my machine after 18 months' running being as good as ever and having cost only a few shillings for replacements.

I noticed in last week's "Motorcycle" some dissatisfied person writing as to the state of the bicycle work of nearly all machines turned out, and complaining that the nuts were badly screwed and races faulty. This certainly does not apply to the N. S. U., as though I regularly test all fixings I never yet got a movement out of any nut with a spanner, and the bearings are as good as ever, the back wheel being as free from side play as when new. You are at liberty to make what use you like of this, as I write simply from the standpoint of a thoroughly satisfied rider.

Yours truly,

(Signed) NIGEL B. WILSON.



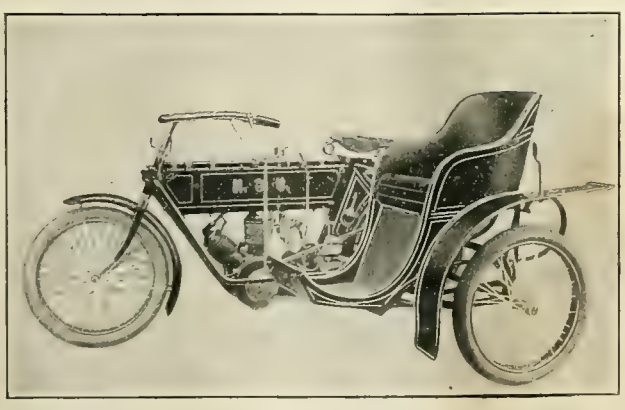
N. S. U. 6 H. P. Touring Model.

Mr. J. F. McLAUGHLIN, Agent for N. S. U. Motorcycles, New York City.

Dear Sir—I have just returned from a tour of two hundred miles, using my 6 horsepower N. S. U. I accompanied a friend, Mr. N. N., of this city, who rode a ———; I can say that through the whole trip my machine did not lose even a single explosion. I ran her throttled down well through the whole trip, and kept an even pace as though I was running a railroad train on schedule. The ——— kept continually missing and I really felt sorry for Mr. N. N., he had so much trouble. I am an old ——— rider myself, however, and know to a certainty that you cannot possibly keep the cylinders running uniform as they run in the N. S. U. machine. The make and break points are not positive and get dirty, etc. Mr. N. N. was simply amazed at the excellent running of my machine, and I am simply tickled to death almost with it. As long as I can ride an N. S. U. I will be perfectly happy in every way. At Lafayette I had a big crowd of fifty people around to watch the Two Speed Gear work. They say it is simply perfection. I expect she will last me years and years as I never race her, but run even low speed. You deserve a great deal of credit for importing the N. S. U. machines; I really feel that I am indebted to you greatly.

Yours very truly,

HERBERT L. MILLER.



N. S. U. 6 H. P., with two-speed gear and side-car.

Decide for your 1908 mount now and write for further particulars to the

N. S. U. Motor Company

206 West 76th Street, New York City

Girder Forks Fitted to all Models without any Extra Charge.

COMPLETE STOCK OF SPARE PARTS ALWAYS ON HAND.

CLOTHES AND THE MOTORCYCLIST

Neatness and Tidiness Possible and Proper —The "Experienced One" Delivers Opinion on the Subject.

Through the opened doorway entered the Experienced Motorcyclist. It was apparent that he was conscious of appearing self-conscious, though trying to impress the rest of the "Research Club" that there was nothing unusual about him. But there was, for he was rigged out from cap to shoes in his new spring motorcycle outfit. There was no denying the fact that he looked well; his figure was good and was set off by a simple sack coat, of dark gray material, that fitted him perfectly; knickerbockers to match, with black leather leggings and black shoes; a cloth cap and tan kid gloves completed his attire.

Although it was the custom of the crowd which gathered each week for the discussion of things pertaining to motorcycling, to call him the "Experienced One," etc., and to refer to him as "old man," the fact was, he was only thirty odd, and did not look any older. There were others in the gathering who had lived many years more than the E. M., and they looked it, too—some with bald heads, and others who were gray, yet for some reason the Experienced Motorcyclist was deemed the authority on matters pertaining to the power bicycle, and was treated more as though he was old in years rather than old in experience.

Having listened to the good-natured comments on his appearance without retorting, the E. M. waited until every one had made all the remarks concerning his clothes that they wanted to, and then, as he was comfortably fixed in a big chair, his pipe furnishing solace, he began, as he expressed it, "not a defense, but an explanation."

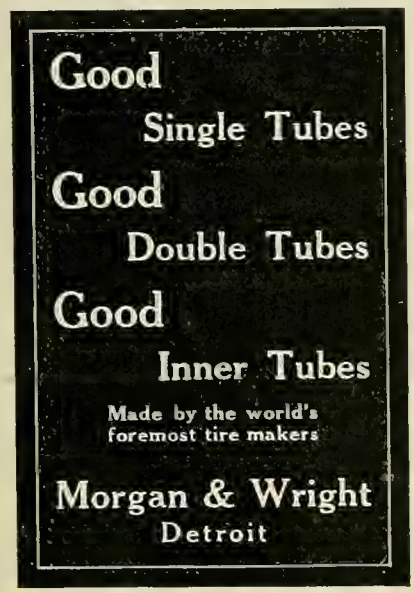
"Though my appearance may suggest that I have been riding to-day or intend to ride to-night, such is not the case," he said, as he looked reflectively at the leggings; "in fact, my definite purpose in putting on this suit to-night was to give force to the remarks I intend to make on the subject of personal appearance."

"Or how to look like a gentleman when motorcycling," broke in the Youngster.

"Precisely," continued the E. M.. "'Out of the mouths of babes and sucklings,' you know. But seriously, that is just the point, and my facetious friend has unintentionally, but aptly expressed it. There's nothing caddish or affected about looking respectable, so why not do it? Why not dress one's self in a cool, becoming costume when going for a pleasure trip instead of donning a hot dirty leather suit that is more appropriate for working as a laborer than for riding as a gentleman? Personally," he continued, after a moment's pause, "when I am dirty, I feel dirty and when I feel dirty I am ill at ease, therefore uncomfortable, and I want to say right here that I never yet have seen a man in a leather suit who did look wholly clean.

"Leather suits and the careless appearance which is typical of so many motorcyclists has done more to hurt the pastime than any other one thing, save the open muffler nuisance—and I'll come to that later. Not long ago I was talking with a man who holds an important position with the city government; he knew that I was an enthusiastic motorcyclist and after a while our conversation drifted around to motorcycle topics. Why don't you get a motor bicycle? I asked him."

"'Well,' he replied, 'I have thought of it, but they're such dirty, noisy little things that I couldn't bring myself to use one of them.' The noise part I had to agree to, thanks to the fool tricks of some irresponsible hare-brained individuals who travel through the city with their mufflers open; but the dirt suggestion I successfully combatted.



"The machines are not dirty—why should they be? It's the men who ride them. Now you know and I know that some men always are dirty. No matter what they do, they manage to get dirty in doing it. I know positively of men who, starting to write a letter with their hands clean, have them soiled by the time they have finished two or three pages. Why, no man can explain, but the fact remains. They seem actually to absorb dirt.

"Now the motorcycle is not a dirty machine; it is dirty and may be a little greasy after a ride, but if one cleans it when he returns from the trip he is prepared for the dirt and has the facilities at hand for getting clean afterward, and if you start on a trip with a clean machine, you'll be clean yourself all day. Of course, if you have to monkey with a tire you'll encounter more or less dirt, but that's no reason for getting it all over you and you should confine it to your hands, which are easily cleaned.

"This rig that I have on to-night is just what I am going to wear all summer. If I add anything to it, it will be a short gray alpaca coat, possibly an inch longer than this sack coat; the coat will be loose and will be worn over this one. Of course I'll remove it when I stop for dinner, but I doubt if that would be absolutely necessary as the alpaca will be clean in appearance and it should not show the dust. When I say gray, I mean gray, and I mean short, too. There will be none of the traveling duster effect and the color will not be yellow or khaki, or anything like that to show every stain or splash of dirt. There are quite a number of riders who wear overalls or something akin to them when riding, and remove them after entering a hotel, but I've never been quite able to understand why a man cares to look like a day laborer when he is on his machine and like a gentleman when he is off of it. The big 'splashers' they are using on the mud guards this year ought to contribute a lot to cleanliness, and with these and a small whisk broom, any motorcyclist should be able to retain his self-respect and look any other man in the face without having to apologize for his personal appearance. But I'll wear no leather except in the leggings—no gauntlets, no sweater, or anything of that kind; just the neat, ordinary costume that will not attract any attention, and that is cool and comfortable, and incidentally a good deal less expensive than a leather outfit which makes a man look like a 'longshoreman."

"I agree with what you've said concerning neatness," replied one of the others as the Experienced Motorcyclist paused, "but there are some operations around a motorcycle that seem impossible to accomplish without a certain amount of oil getting on you—for instance, filling your lubricatng tank. In your desire to fill the tank right up to the top you invariably put too much oil in the funnel and when the tank overflows, you grab the funnel, which is still half full, and while getting your finger over the spout, you spill some on yourself and a lot on the machine, and that runs down and goes in places where it's hard to get at to clean off; I got spots on my trousers several times in this way," he concluded.

"Why, that's one of the simplest jobs in the world, if you do it right," responded the first speaker. "I never waste any oil and never spill even a drop on me when filling the tank. The nicest way of doing it is to buy a good oil gun. Get one with an all metal plunger so that none of the oil gets behind the piston and squirts all over you when it sucks in a charge, and fill your tank in that way. A funnel, at best, is a dirty thing and you get a certain amount of oil on your hands just from touching it, but an oil gun is the proper instrument, as only the very end of the nozzle gets oil on the outside, and this is cleaned off without the least chance of get-

ting on you. Another reason for using an oil gun is that you can see when your tank is filled, obviating the annoyance of overflowing. One other use to which a good oil gun may be put is to blow out a clogged pipe; for this purpose it's the simplest, cleanest tool that can be obtained, and so it is a doubly useful one to have in the kit."

"Speaking of tools," said the Youngster, "what do you advise carrying?"

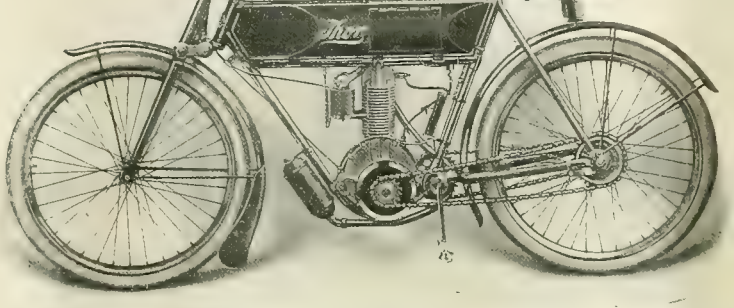
"My experience has taught me that you can get out of any ordinary trouble with a pair of side cutting pliers, monkey wrench, screw driver, oil gun and an ammeter. Add to this a kit for tire repairs, a roll of insulating tape, and either a few spare chain links or belt couplings—according to the transmission—a spark plug, a few feet of insulated wire, and an exhaust and an intake valve—if going on a long trip—and you'll find you have all that's necessary for anything except the results of an accident or collision. This outfit can be packed in a mighty small space and will be sufficient for any temporary repair that can be made outside of a machine shop."

Happening to notice the clock, the Experienced Motorcyclist rose. "I had intended," he said, "to express my opinion, and it's the opinion of all decent men, concerning the mutton headed chump who rides with an open muffler, but it's getting late and I'll take that up later. I haven't much use for the man who likes to attract attention to himself, and much less for the one who has no regard for the comfort of other people, and who makes a disagreeable annoyance of himself and his machine." And bidding the others good night, the Experienced Motorcyclist was soon lost in the darkness.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York City.

"Wise Merchants do not procrastinate but act"

Thor



Quality

Now, MR. DEALER, "It's up to you." If you have not secured complete lines of motorcycles you should write at once and secure the Thor agency. Motorcycling is growing in popularity. The Name "Thor" signifies "Quality;" hence, satisfaction to customer.

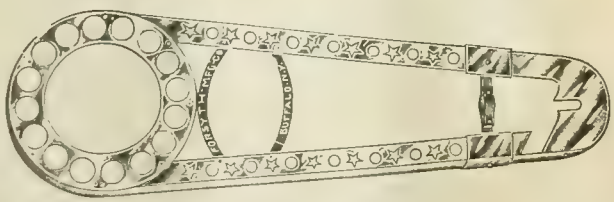
The Thor line is varied and distinctive and it affords an opportunity that should not be passed by.

FULL PARTICULARS PROMPTLY GIVEN ON APPLICATION

Aurora Automatic Machinery Company

AURORA, ILLINOIS

FORSYTH GUARDS



Full Chain Guard with All Connection

We also make mudguard fittings, sprocket guards, handbrakes and other specialties.

Send for catalog.

FORSYTH MFG. CO., Buffalo, N. Y.

Don't guess; KNOW how fast you go



BULLARD SPEEDOMETER

tells you. On the handle-bar before your eyes. Weighs 10 ounces, 2¼-inch dial. Made for 26, 27 and 28 inch wheels. Short flexible shaft with gear attached to left side of wheel. A good investment.

BULLARD SPECIALTY CO., Hawley St., Springfield, Mass.

FOR TESTING COIL PERFORMANCE

Heinze's System for the Determination of Ignition Requirements—Details of Apparatus Employed.

To the average motorcyclist, in all probability, the more intimate theories governing the action of the ignition system of his motor are plunged in a bottomless pit of mystery. Nor is it likely that a thorough understanding of all that is involved would be of material benefit merely from the standpoint of successful operation of the machine. Nevertheless it is interesting to follow out some of the methods employed by the coil designer in determining his "formula" and designing the various parts of the apparatus.

Speaking of the ideal requirements governing the ignition of the charge in the motor, J. O. Heinze, a well known New England ignition expert, remarks that "what is needed is a very hot spark, of great frequency, positive, and of a certain length, to penetrate the gap in the spark plug which is generally from 1-64 to 1-32 inch." As the compression is increased, it is necessary further that "the spark should be longer and of a higher voltage, or to be more precise, it requires a good ½-inch spark to jump a 1-32 inch gap at 90 pounds compression, and only a ¼-inch spark at 60 pounds.

"The heat of the spark depends entirely upon the watt energy consumed in the arc of the gap, or in other words, the sum of the voltage multiplied by the amperage passing through and across the spark gap," he continues. "But since the voltage across the spark gap becomes practically nothing after the resistance of the gap is broken down and the arc formed, the amperage then depends entirely upon the ohmic resistance of the secondary of the coil and the total energy induced in the secondary, and this energy again depends upon the mass and quality of iron in the primary, the ampere turns on the primary core, producing a certain total magnetic flux and the rapidity with which the primary current is interrupted, and from this analysis it would appear that the larger the iron core, or the larger the coil, the hotter the spark to be obtained. Quite true, but we must figure on the frequency of the spark necessary to operate an engine at high speeds, and here we meet with a limitation in the size of spark coils practical for gas engines."

In other words, it requires a certain amount of electrical energy to magnetize the core beneath the primary windings, and furthermore, the core offers a certain resistance to magnetization, which may be likened to the inertia of a moving body. Consequently a small interval of time must always elapse after the primary circuit is closed, before the effect of the current becomes sufficiently marked to generate the desired high tension current in the secondary or sparking circuit. This lag depends upon the design of the coil, and to a surprising degree upon the quality and quantity of the iron employed in the core of the coil. With the

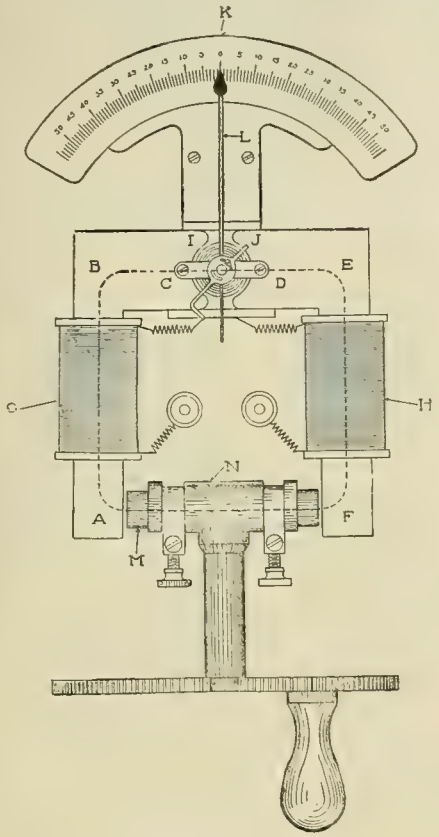


FIG 1—HYSTERESIS TESTER

type of coil commonly used on automobiles a further element of lag is introduced in the electrical vibrator which is employed to interrupt the ordinary current after the circuit is closed. The authority just quoted summarizes as follows:

"We find that we have got to magnetize and demagnetize the primary iron core to produce an induced current in the secondary and as the iron core and its vibrator have a fixed time lag, depending upon the mass of iron in the core, the mass of the vibrator and the length and tension of the vibrator spring, we can therefore produce only a certain number of sparks per minute in a certain size coil, as a certain frequency is necessary for a definite engine speed. This

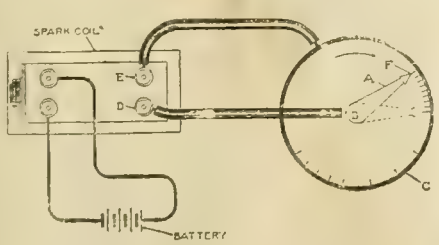


FIG. 2—FREQUENCY INDICATOR

frequency would then determine the size of the coil, and the size of the coil determines the total electrical energy which can be produced by it in the heat of the spark."

With a magneto no such hunting is said because the vibrator is eliminated. The same applies to a limited extent to the type of transformer coil employed in the motorcycle equipment. In fact, it is Mr. Heinze's opinion, based on his investigation that "spark coil using a vibrator operated by either a battery, magneto, or small electric generator, will never produce the same results, or efficiency, produced by a magneto operating through a mechanical electrical make and break in the cylinder or on the magneto and stepping up the voltage for jump spark ignition through a non-vibrating induction coil."

The type of coil commonly employed for motorcycle use is therefore of a far more satisfactory type in a general way than that commonly employed on automobiles, simply because the troublesome vibrator is gotten rid of. There yet remains the lag due to the reluctance of the core, or in other words, its resistance to magnetization. On this account, not simply the proportions of the core, but also the sort of metal entering into it, must be decided upon with considerable care in order to secure the best possible results. For determining the requirements of the various types of such apparatus, the authority in question has designed several instruments which, considering the intricate nature of the purpose which they serve, according to the ordinary way of thinking, are extremely simple in the mechanical sense.

That shown in Fig. 1, which is known as a "hysteresis tester," is intended to test the magnetic quality of the iron in the core with regard to its ability to sustain rapid magnetization and demagnetization. It consists of an iron core, A, B, C, D, E, F, of U-shape. On the cores A, B, and E, F, are wound small coils G and H, and between the pole pieces, I and J, is mounted a small circular iron core. Around this core moves a small coil of wire pivotly mounted, to which is fixed an indicating needle, L, moving over a graduated scale, K. Small non-magnetic clock springs are secured to the coil pivot and keep the needle at zero. A direct current from a battery producing a certain number of milliamperes passes through the moving coil on its pivot and through the coils G and H in series. The iron core, M, of the spark coils to be tested is revolubly mounted between the cores A and F and completes the magnetic circuit.

If a certain pre-determined amount of current is passed though the coils G and H, and the pivot coil, the iron core remaining stationary in the position shown in the illustration, the needle, L, will be deflected over the dial K, by a proportionate amount. If the iron core be rotated by means of the handle shown it is evident that the lines of magnetic flux which follow the path indicated by the dotted line in the illustration, must pass through the core, M, in alternate directions as it successively assumes the position shown. If the core be rotated at the rate of 2,000 revolutions per minute,

for example, there will be 4,000 reversals of magnetism in a minute. A new reading on the scale is the result, which depends upon the susceptibility of the iron under examination to stand repeated changes in its magnetic condition. The result is a close measure of its value in the coil.

For the purpose of testing the frequency of the sparks which may be developed by any given coil an apparatus is employed like that illustrated in Fig. 2. A needle, A, rotating on its axis, B, is mounted inside a graduated ring, C, of a known diameter, and graduated into fixed divisions of known length. One of the secondary wires of the coil is connected to the needle, while the other is attached to the ring, as at D and E. The point, F, of the needle, is separated about ¼ inch from the ring and across this gap the spark is compelled to jump. By observing the points on the ring where the sparks jump, when the needle is rotated at a certain number of revolutions per minute, and obtaining the distance between them by means of the graduations, it is possible to compute the number of sparks per minute. This device, of course, is applicable only to the vibrator type of coil.

The device shown in Fig. 3 is used for determining the heat developed by the spark. A fine copper wire is stretched between the metal contact posts, A and B, its tension being regulated by means of the adjusting screws K and K1. A small copper stud, C, is affixed to the centre of this wire where it comes about ½-inch above a metal plate, D. The secondary terminals of the coil to be tested are connected to the binding posts L and M, the circuit thus being completed through the copper wire, N, across the gap at C, and to the plate D. When a known amount of primary current is sent through the coil a continuous spark is made to pass across the gap over the plate, thus heating the stud, and so the copper wire. The heating effect is accompanied by an elongation of the wire due to the expansion of the metal. The "stretch" thus brought about is taken up by means of the fine silk thread, E, which is carried around a tiny drum, J, and is kept taught by the spring, E. The indicator needle, F, which is attached to the drum, moves over a dial, I, and its position at any time gives an accurate measure of the heating effect in the wire, when compared to the proper standard of measurement.

It will be seen that the real test of coil efficiency depends upon the amount of lag of the spark after the primary circuit is closed. Since the timing of the spark must be accomplished with the most extreme accuracy, and since this depends on the accurate closing of the primary contact at the commutator, it is absolutely essential that the relative amount of advance of the commutator over the spark plug must be a known and definite quantity, as well as that it must be reduced to its lowest terms, and made as nearly constant for all possible conditions of running as is possible.

To test the lag of any coil the apparatus shown in Fig. 4 was designed, which is merely a modified model of a gas engine in which is an arrangement for observing the exact position of the piston and crank when

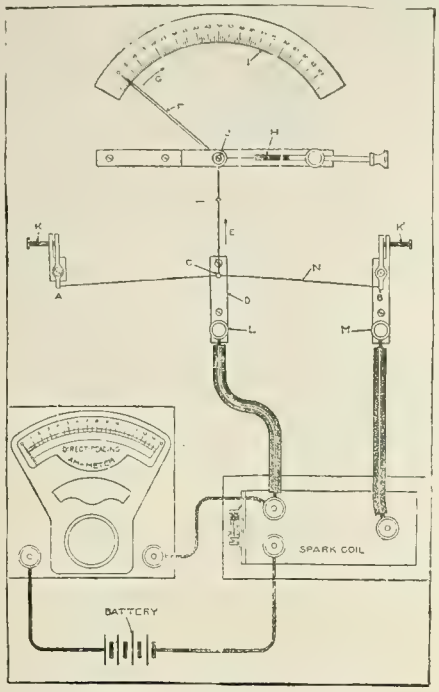


FIG. 3—HOT WIRE PYROMETER

sparking occurs at the plug. A pointer, K, is secured to the crank pin, which rotates within a metallic ring, L, clearing it by about ¼-inch, as in the case of the device described above. The secondary wires from the coil are connected to the pointer and to the ring so that in addition to passing across the gap at the plug the spark is obliged to jump the second gap at the ring where its position can be determined readily by the eye.

If the timer be set in such a way that the

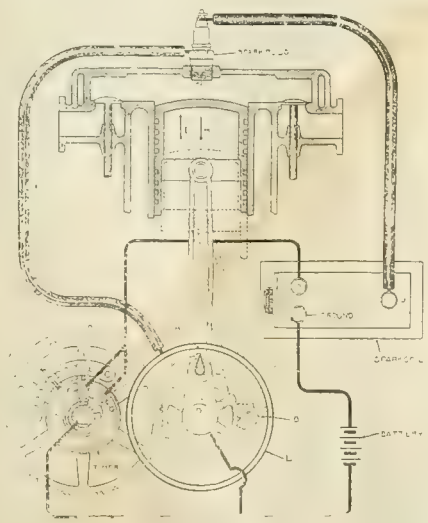


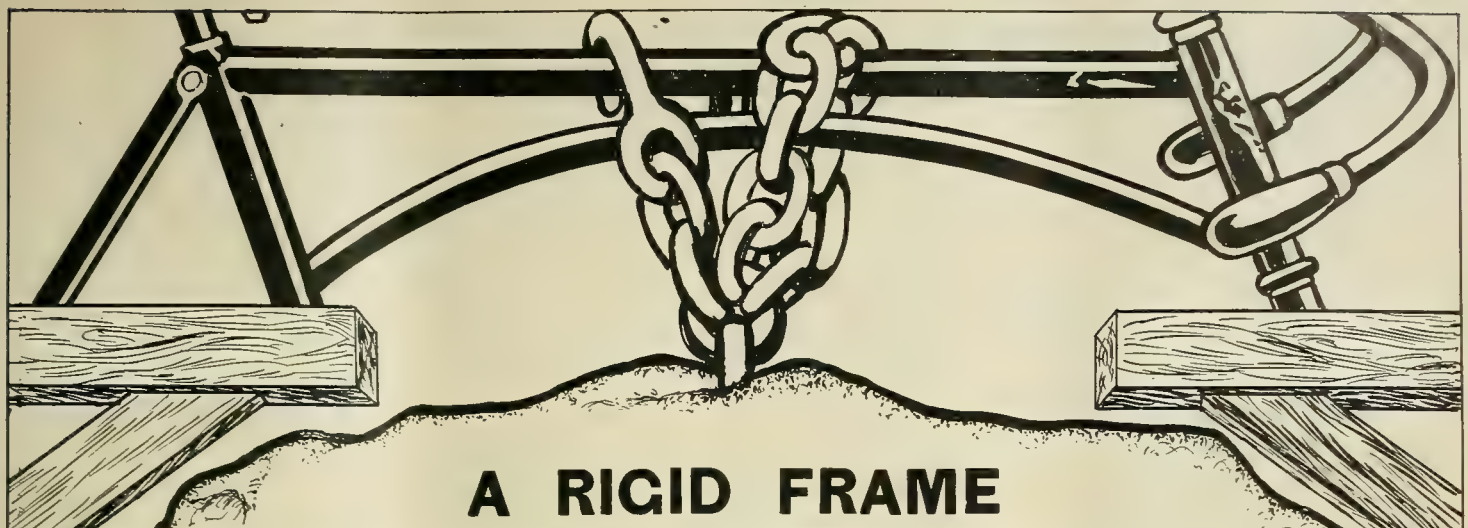
FIG. 4—TESTER FOR IGNITION ADVANCE

spark passes when the piston is on dead centre, and the device is then rotated at 1,000 revolutions per minute, it is found that instead of jumping in the same spot as before the spark now passes from the pointer to the ring at a point 90 degrees away from the first. As there is no compression to produce this discrepancy the only way of accounting for it is to attribute it to the lag of the coil, and, in this particular instance, the vibrator as well. By varying the speed of the crank shaft the time of the spark is found to vary through the entire range from A to B, on the ring, without the position of the timer being altered in the least.

Obviously, therefore, the timing of the commutator must be advanced to compensate for this lag, and an accurate knowledge of the requirement is an essential to the the ignition specialist. Incidentally experiments carried out with this contrivance have developed the somewhat astonishing conclusion that the majority of the advance required when the motor is accelerated is due not to the necessity of igniting the gas early and in order to complete its combustion before the working stroke is passed, but equally, if not quite as much to compensate for coil lag. In fact its maker draws this conclusion from his investigations.

"From the many experiments which I made in ignition timing, I found that it was impossible to advance the spark more than 10 degrees at an engine speed of 1,000 r.p.m. without observing a slight decrease in power; if the advance was carried further, the engine would gradually come to a stop, or kick back. The higher the engine speed the more the spark can be advanced, but no such advance is possible as would be indicated by the position of a timer apparently capable of a movement of 90 degrees, or more. This great amount of advance of the timer is necessary to overcome the enormous lag in vibrating spark coils, but no such advance is possible with a magneto, for the secondary spark takes place immediately at the moment of the primary current interruption. The only lag present is entirely magnetic, and there is none in the contact, for the mechanically operated contact breaker in a magneto increases in speed with the engine, but the vibrator of a coil has a fixed lag, or in other words takes just as long to start vibrating, whether the engine is running 100, or 2,000 revolutions and it should respond more rapidly at high speeds than at low, but it is apparently impossible to make such a magnetically operated make and break in the form of a vibrator.

With the type of coil commonly employed in motorcycles, the conditions will be seen to be much the same as with the magneto, so far as the amount of "lag" between the closing of the contact at the commutator and the development of the spark at the plug is concerned. Whatever lag exists is due to the magnetic properties of the core alone, supposing the commutator connections to be good. And it is this factor which chiefly measures that very desirable quality commonly known as the "life" of the coil.



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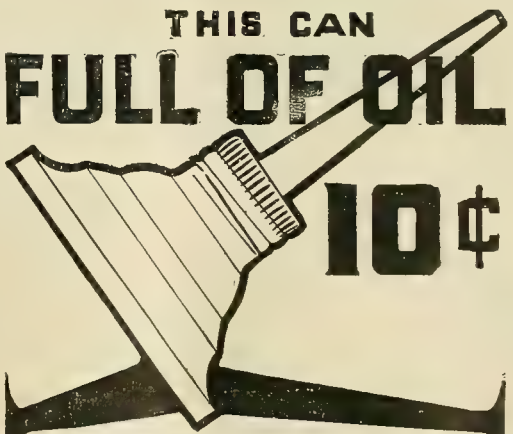
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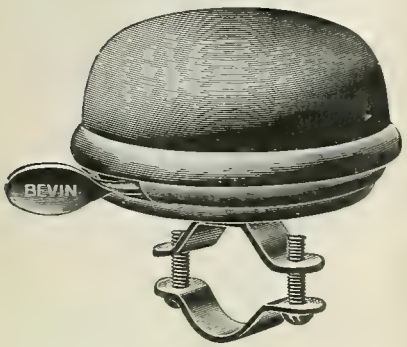
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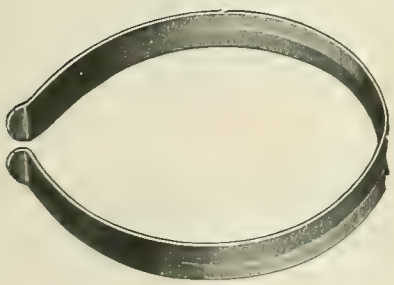
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The Week's Patents.

881,729. Gearing Mechanism for Bicycles, etc. William B. Smith, Grand Ledge, Mich. Filed July 19, 1907. Serial No. 384,605.

1. In a transmission gear for the purposes set forth, the combination with a driven shaft, of segmental gearwheels fixed thereto, an auxiliary shaft, gearwheels loosely mounted on the latter and adapted to be engaged by the segmental gearwheels, and springs connecting the loosely mounted gear wheels yieldingly to the shaft, substantially as shown and described.

881,808. Tricycle. Nicholas Larson, Agra, Kan. Filed Sept. 1, 1906.

1. A device of the class described, comprising a frame having an axle mounted thereon, wheels on said axle, a crank shaft having pairs of cranks and means for driving said axle, hand levers adapted to rotate a pair of said cranks, a second crank shaft adapted to be rotated by the foot of the operator, and a link connecting a crank of said second shaft with a crank of said first shaft.

882,068. Apparatus for Muffling the Exhaust of Motorcycles. Edwin W. Keller, Chicago, Ill., assignor to Armac Motor Company, Chicago, Ill., a Corporation of Illinois. Filed June 13, 1906. Serial No. 321,460.

1. In a device of the character described, the combination with a motor cycle frame having a head, a top bar, seat post bar and lower bar, said seat past bar and lower bar being formed of a single continuous piece of tubing, of a lug mounted upon said lower bar, there being a passage through said lug to the interior of the said lower bar, a crank hanger located at the forward end of the rear forks, said hanger being connected to the said seat post bar by a lug having an interior passage therein communicating both with the interior of the crank hanger and the interior of the seat post bar, and a mud guard having an annular chamber formed therein mounted upon the said rear forks, there being a passage from the chamber in said mud guard to the interior of the crank hanger, for the purpose set forth substantially as described.

822,126. Free Wheel Hub for Bicycles. Carl O. Rydberg, Goteborg, Sweden. Filed Nov. 12, 1907. Serial No. 401,788.

1. In a bicycle, the combination with a driving wheel hub body, and wheel propelling means arranged inside the hub body and controlled by the rider; of a fixed, longitudinally slotted cylinder disposed in the hub body, a ring surrounding said cylinder disposed in the hub body, a ring surrounding said cylinder and divided into as many segments as there are slots in the cylinder and having on each segment a heel disposed in one of the slots and terminating in a sloped end which forms a wedge, a tapered sleeve movable endwise in the cylinder and engaged with the ends of the heels, a sleeve movable endwise in the hub body and having a cone at one end to engage said body and arranged when moved in one direction to engage the hub body and when moved in the opposite direction to push the tapered sleeve against the tapered ends of the heels on the segments to force the latter outward, and means intermediate the wheel propelling means and the said coned sleeve for shifting the latter.

882,159. Back Pedaling Coaster Brake. Alexander P. Morrow, Elmira, N. Y. Filed July 6, 1905. Serial No. 268,591.

1. In a back pedaling brake for cycles, a hub having a driving clutch member, a stationary block adapted to be attached to the

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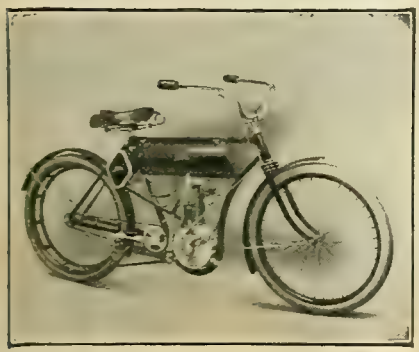
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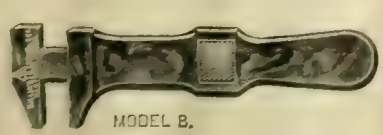
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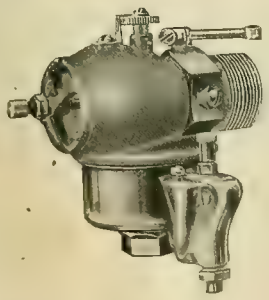
882,346. Parcel Carrier for Bicycles. Chester W. Rosencrance, Oacoma, S. D. Filed April 27, 1907. Serial No. 370,640.

1. A parcel carrier for bicycles comprising a head bar adapted to extend forward from the rider and provided with a carrying device, laterally projecting arms pivoted together at their inner ends and also pivoted on the head-bar, each of said arms being provided on its end with a short strap adapted to secure it to the handle bar of a bicycle, and a longer strap adapted to encompass at parcel on the carrying device and confine it thereon.

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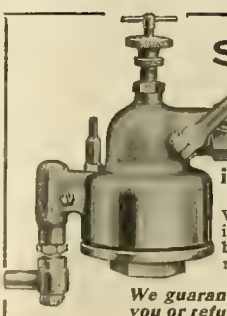


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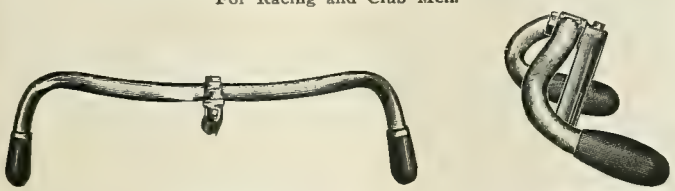


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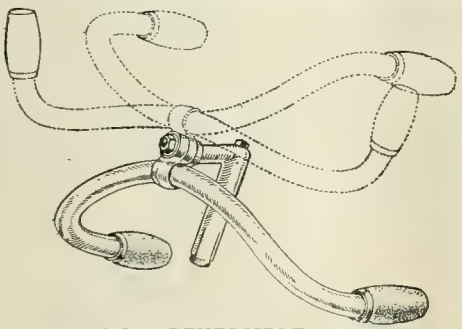


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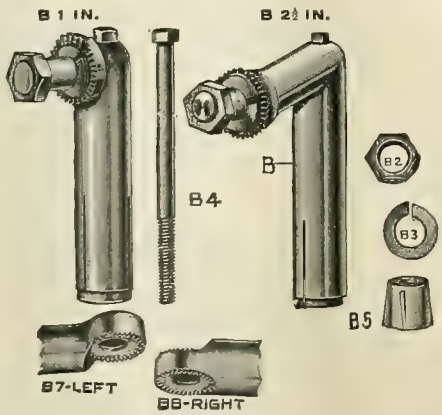
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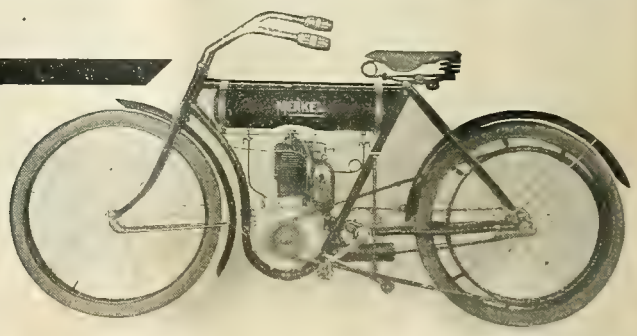
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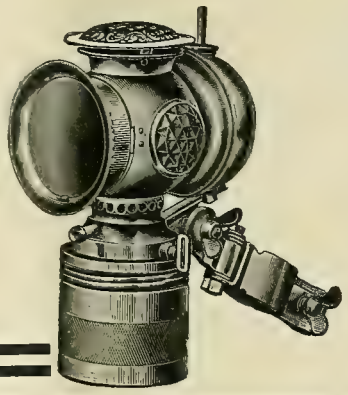
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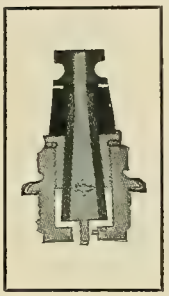
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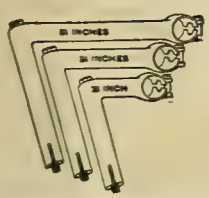
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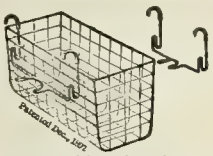
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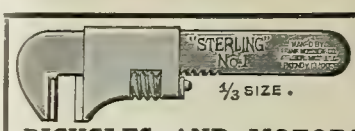
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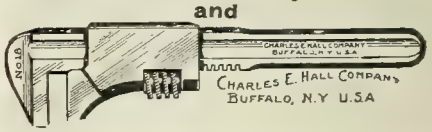
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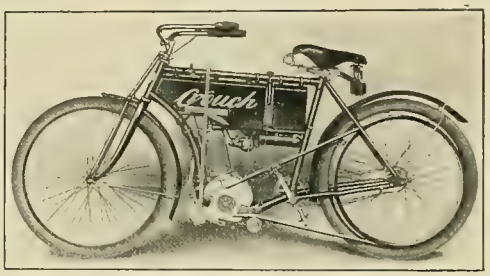
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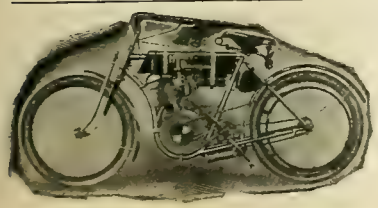
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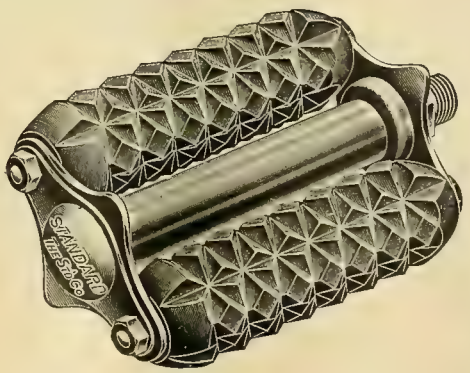
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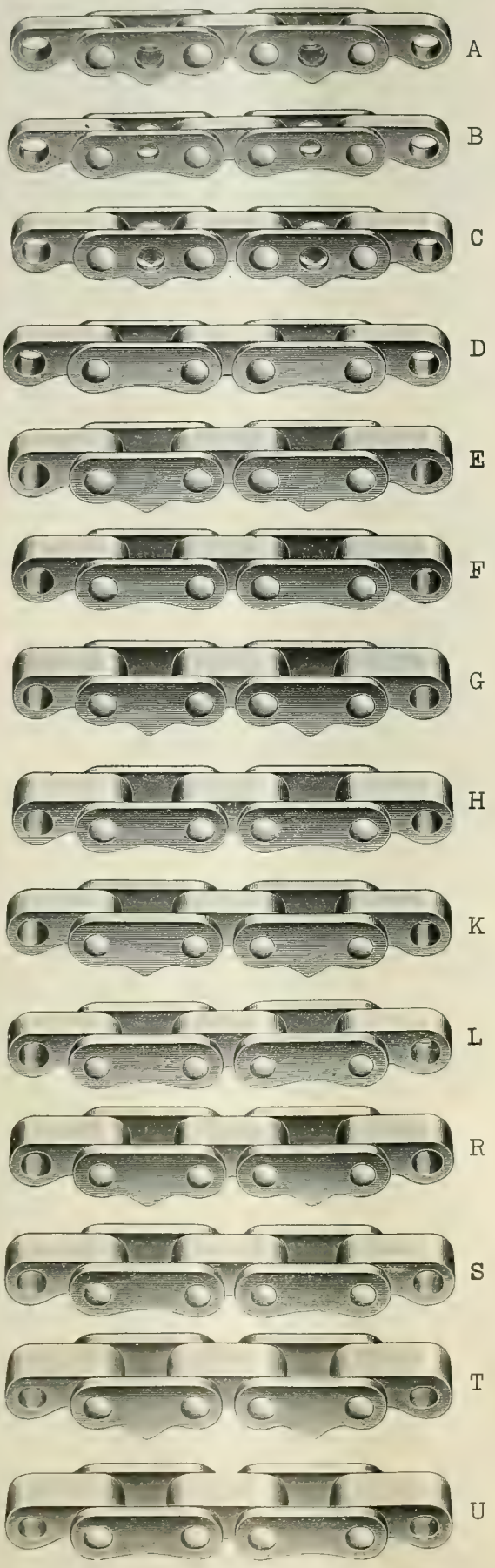
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GILBERT J. RICH, New York City—"I never knew how easily a bicycle could run until I got a Columbia last fall. I can climb hills easier with an 81 gear than I could with a 59 gear on another wheel."

Dealers who handle Pope bicycles secure steady, satisfied customers, making their business lasting and profitable.

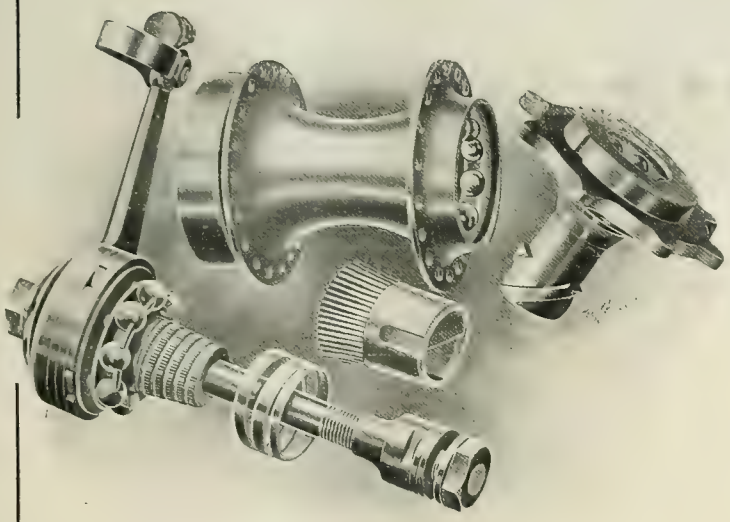
Write for catalogs. Dealers wanted in all open territory.

POPE MANUFACTURING COMPANY

Dept. B. **HARTFORD, CONN.**

The Simplicity of the

NEW DEPARTURE COASTER BRAKE



is one reason for its
Great Popularity

ONLY FEW PARTS—
ALL ARE VERY STRONG—
UNFAILING IN OPERATION—

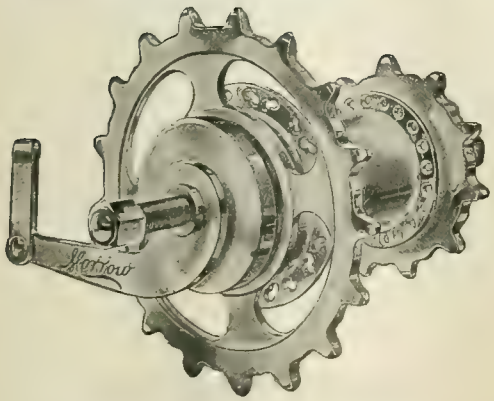
Simplicity, strength and reliability are about all the rider is looking for. He gets all in New Departure, with superior finish and design thrown in.

What the rider is looking for the successful dealer will sell

New Departure Manufacturing Co.

KING STREET, BRISTOL, CONN.

THE MORROW



For Chain-Drive Motorcycles

is the acknowledged leader on Bicycles and Motorcycles.

It gives each user the best of Satisfaction and Service.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

A Crank's A Crank For a' That

We've been cranks in making cranks and other vital bicycle parts for something like a quarter of a century.

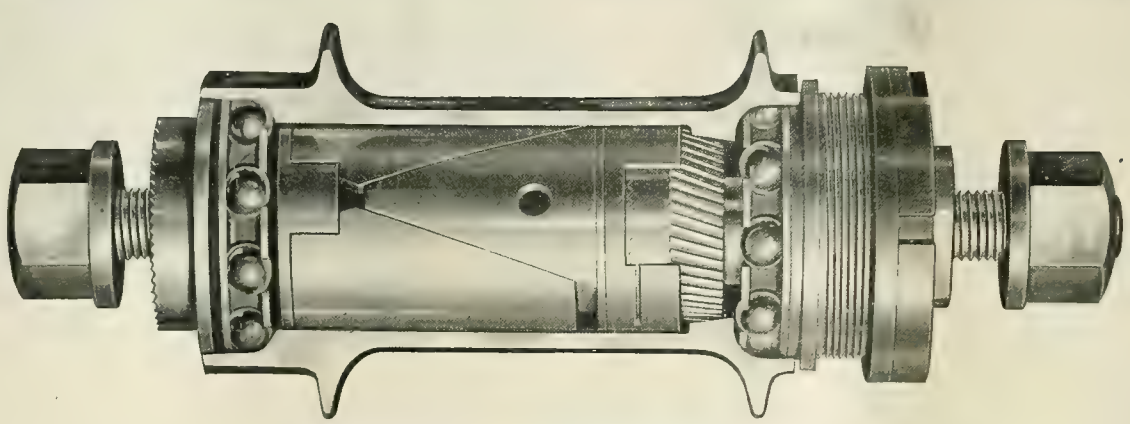
Thousands upon thousands of people on the saddles of Gendrons are smiling today because of the extreme care we have always exercised in building quality in every detail.

Aren't YOU enough of a crank to want to sell the only $25 bicycle with every part guaranteed?

Gendron Wheel Co.
Toledo, - - Ohio

"THE ARMLESS WONDER"

The Musselman Automatic Coaster and Brake



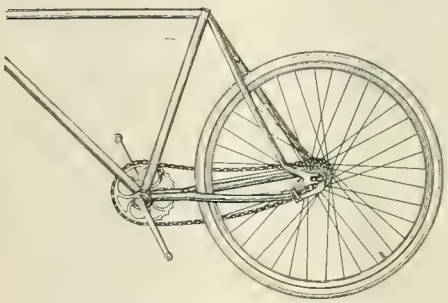
FULL SIZE CUT OF MUSSELMAN BRAKE

The Brake without the side arm.

It is the newest and best and has more positive points of superiority than all the other coasters put together.

Small in size and light in weight. It is not much larger than a barrel hub, and weighs only 25 ounces. Other coasters weigh from 45 to 50 ounces.

It is so simple in construction as to be absolutely fool proof, and any one can easily take it apart and put it together Only one half the parts are required that are usually found in an ordinary coaster brake, and there are no springs, braces, levers, etc., to get out of order and cause trouble. The brake revolves either backward or forward, and cannot become locked.



Cut of rear wheel and brake with side arm, showing bent fork.

Here is a lesson in side arm construction.

The illustration shows what the strain and locking of a coaster brake with the side arm will do to the rear fork of a bicycle. All coaster brakes, except the Musselman, are equipped with a side arm, which is absolutely necessary to them, or the coaster will not work properly. A thing of this kind is liable to happen with any side arm brake, owing to the fact that the strain is all on that part of the frame which is least able to stand it.

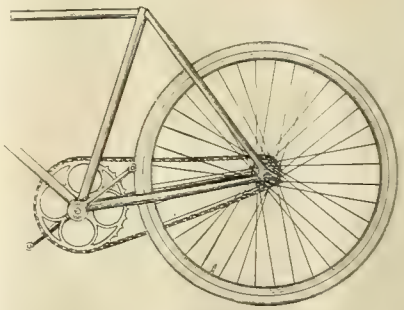
This illustration shows the Musselman Coaster Brake, and in addition to its neat appearance you will note that there is no side arm strain on the fork, and the brake cannot lock, so there is no possibility of an accident such as is shown above.

The Musselman Coaster Brake has a braking surface extending over the entire width of the Hub shell.

They cost no more than the old style side arm brakes, and sell upon sight. Every brake covered by an unqualified Guarantee.

If your jobber does not handle them write direct to us.

Descriptive circular sent Free.



Cut of rear wheel with Musselman Brake, showing no bent fork.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, April 4, 1908 | No. 2

RAILROADS MUST REDUCE RATES

Interstate Commission Orders Big Cut in Tariff on Motorcycles—Says They are Akin to Bicycles.

The Interstate Commerce Commission has handed down a decision in the case of the complaint made by the Merchants' Traffic Association, of Denver, Colo., against the Atchison, Topeka & Santa Fe Railway Co., et al., as to the classification of bicycles and motorcycles and the freight rates thereon, which carries with it a big reduction in the rate on motorcycles.

On bicycles the rate charged from St. Louis, Mo., to Denver, is $3.70 per 100 pounds, and on motorcycles it is $6.47½ per 100 pounds. The railroads interested admitted the correctness of the rates charged and claimed they were not unreasonable.

At the time the complaint was brought to the Commission the rate on bicycles from St. Louis to Denver was $3.70 per 100 pounds, or double first class, but since the filing of the complaint that rate has been reduced and it is now one and one-half times first class in less than carload lots, and first class when they are shipped in carloads. This tariff had been filed at the date of the hearing and the complaint stated that in its opinion the rates named were reasonable, and asked, if the tariff became effective, the complaint should be dismissed in so far as it referred to bicycles.

The rate on motorcycles is still $6.42½ from St. Louis to Denver, or three and one-half times first class. The motorcycle, which is in effect a bicycle provided with a gasolene motor, is crated much like a bicycle, only in a more substantial manner, and occupies when crated a space 8 feet long by 3 feet high and about 10 inches wide, weighing from 175 to 200 pounds, and valued at about $150. A bicycle is about the same length and height, but not quite so wide. It weighs from 40 to 50 pounds, and is worth approximately $30. Neither the bicycle nor the motorcycle is, when shipped, peculiarly liable to damage. The motorcycle loads much more heavily than the bicycle and is, from a traffic standpoint, more desirable freight.

It is the opinion of the commission that, on the whole, the rate applied to the shipment of motorcycles should not exceed that imposed on bicycles. They express themselves as being of the opinion that the present rate from St. Louis to Denver of $6.47½ upon these articles is excessive, and that the rate ought not to exceed, for the future, one and one-half times the first-class rate from St. Louis to Denver in less than carload lots, and the first class rate in carloads.

An order has been issued by the Commission to that effect, to become effective May 1, and that it remain in force for a period of not less than two years from that date.

Alling Opens Schenectady Branch.

The Alling Rubber Co., which handles bicycles and tires at its 12 other stores located in New England and New Jersey, has opened an establishment in Schenectady, N. Y. W. C. Minor, former manager of the Alling store in Waterbury, Conn., is manager of the Schenectady branch.

Carritt Goes into the Motorcycle Trade.

E. W. Carritt, the silver-haired president of the Brooklyn Motorcycle Club, finally has gone into the trade. He has been appointed manager of the Hendee Mfg. Co.'s repair department at the Springfield factory.

Pennsylvania Rubber Doubles Capital.

The Pennsylvania Rubber Co., Jeannette, Pa., has certified to a doubling of its capital stock; it was $750,000; it now is $1,500,000.

Hardy Moves to More Central Location.

The R. E. Hardy Co., makers of the Starite spark plugs, have removed to 29 West Forty-second street, New York. Previously, they were located at 86 Watts street.

POLICE OBTAIN REAL BARGAINS

Publicity Brings Tenders from Many High Grade Manufacturers—Westerners Submit Lowest Quotations.

Excellent evidence of the value of publicity was given when the New York Police Department opened bids for 125 bicycles on Monday last. Two months ago, when the department advertised for bids for these machines, the advertisement was obscured by being placed as one of 50 or more articles that were called for under the caption of "Station House Supplies, Equipment, etc.," with the result that only four bids were received, two of which represented reputable bicycles and the other two fancifully-named creations sold at a variety of prices. The bids received at that time were rejected and new specifications prepared.

The subject was given publicity through the columns of the Bicycling World and the attention of the trade was attracted. As a result, when the new bids were opened on Monday, it was found that eight firms had entered the competition, each of them representing high class wares, and some of the figures at which machines were offered, were so low as to place the department in a very enviable position in the matter of the selection. The lowest bid came from a wholly unexpected source—the Great Western Manufacturing Co., of La Porte, Ind., who offered their Crown bicycles for $24.65 each; the Racycle was offered at the next lowest price.

In addition to the Crown and the Racycle, the other machines tendered and the order of their price, were the Pierce, Iver-Johnson, Columbia, Reading Standard, National and Tribune. The Tribune, for which the highest price was asked, was tendered by a Brooklyn house, for $34.85. The contract will be awarded after the bicycles have been dismantled and compared with the official sample, a $50 Pierce.

EXPORTS ON THE TOBOGGAN

Figures for February Disclose Increased Swiftness of the Downward Slide—Few Bright Spots in Statistics.

It appears that the receding tide of exports of American bicycles and parts has not even yet reached its lowest ebb. Notwithstanding the effect of the decline which was so strongly manifested at the beginning of the year, the Government report covering the results of February's trading reveals an even more deplorable condition. The exports for the month totaled exactly $56,529. During the corresponding month of 1907 they amounted to $110,318. The continued decline of the export business thus is measured by nearly $53,800.

Seven of the eighteen divisions recognized in this connection developed hopeful trends, however. Mexico proved the leader in this respect, with a gain of nearly $2,000 to its credit. British North America, Other West Indies and Bermuda, Italy and the Netherlands were the others gaining by significant amounts. The major loss in the case of the 11 divisions in which trade was more slack, was the group classed as Other Europe, which fell away to the extent of $35,262.

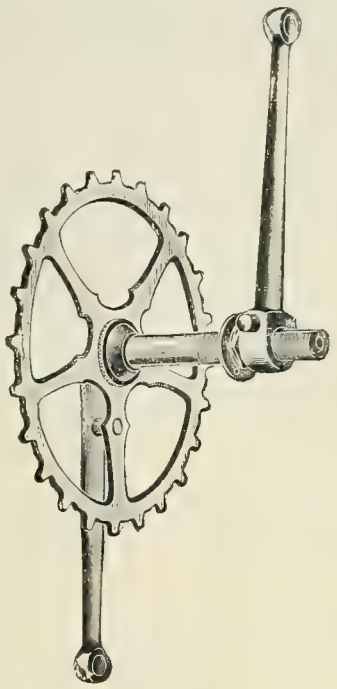
The total valuation of bicycles and parts exported during the eight months ending February 29th was $535,085. The depreciation as compared with the corresponding returns of 1907 was $180,500, in round numbers. On the other hand, six groups showed increased demands which partially counteracted this movement, among which were British North America, with $13,413; France with $10,648, and British Australasia with $10,362. The greatest decline measured on the basis of the last 8 months' business was that of the United Kingdom, which amounted to $97,000 and a little over. "Other Europe" was next in order, with a total drop of $66,216, and Japan third, with $31,250.

The report in detail follows:

Cycles and parts of— Exported to—	February 1907	February 1908	Eight Months Ending February 1906	Eight Months Ending February 1907	Eight Months Ending February 1908
United Kingdom	$13,649	$5,395	$108,367	$167,481	$70,325
Belgium	3,204	1,000	16,629	17,892	16,116
France	5,220	537	27,221	10,829	21,477
Germany	6,627	2,387	71,779	23,098	17,908
Italy	903	1,620	22,793	15,562	17,561
Netherlands	3,058	3,762	108,560	23,323	18,751
Other Europe	46,849	11,587	142,339	118,604	52,388
British North America	5,818	7,227	27,674	21,398	34,811
Mexico	5,229	7,224	51,394	64,962	62,462
Cuba	3,529	2,077	25,592	23,066	28,832
Other West Indies and Bermuda	1,497	2,625	15,931	13,603	18,189
Argentina	556	531	12,627	12,555	10,077
Brazil	655	287	5,365	6,413	6,113
Other South America	1,128	1,315	11,889	14,086	9,613
Japan	3,620	3,471	125,675	99,650	68,400
British Australasia	7,177	3,420	67,705	55,772	66,134
Other Asia and Oceania	1,065	1,643	22,707	18,968	10,414
Other countries	534	421	6,511	8,308	5,514
Total	$110,318	$56,529	$870,758	$715,570	$535,085

Repair Hanger Universally Adaptable.

Next to a full supply of spare parts for every type of bicycle made, it is desirable to equip the repair shop as far as possible with interchangeable or universally adaptable parts. In no case is this more certain than as applied to the crank hanger. The Stevens repair hanger, which just has been placed on the market by Stevens & Co., 99



Chambers street, New York City, is one of the things designed to meet this need. It consists of a special hanger made with a very long shaft. A set of 21 pairs of cups and 5 pairs of cones are adaptable to it so that practically any style hanger may be fitted. Once adapted, the protruding end of the threaded shaft is sawed off, and the job is complete. The shaft and one crank being made integral, the other crank is pinned as well as screwed in place. The external parts are polished and nickeled, making a perfectly finished repair. The hanger is the invention of J. S. Fritz.

MEANING OF THE INITIALS

Two Rivers that Figure in the Title N. S. U.—Other Facts About Big Concern that Bears the Title.

"What does N. S. U. stand for?" said Eugene Kicherer, the treasurer and manager of the N. S. U. Motor Co.'s American branch, repeating an interrogation that often has been asked. "That question has been put to us so often that the explanation now is almost second nature.

"The three letters N. S. U. in connection with an elk's horn represent the old and in Europe very well known trade mark for the products of the Neckarsulmer Fahrradwerke A-G in Neckarsulm, Germany, which originated from the names of the two rivers 'Neckar' and 'Sulm,'" continued Kicherer. "These two rivers, after passing close to the N. S. U. factory—one at the right and the other at the left—are united, thus the name "Neckar Sulm's Union," and the trade mark N. S. U company. The name of the town Neckarsulm where the N. S. U. factory is located, is of the same origin.

"The N. S. U. factory has been in existence for more than 34 years, growing step by step from a very small and modest concern, into the big, strong and healthy concern of world-wide repute that it is to-day.

"In America it may not be known that the N. S. U. people did much toward the development and perfection of the ordinary bicycle and were the first to manufacture high grade bicycle fittings, coaster brakes and a number of other important specialties, which gained the highest reputation all over Europe, less for being cheap than for being first class.

"After a great success with these articles, the N. S. U. company took up the manufacture of motorcycles in 1900 and made a still bigger success out of that modern vehicle. The factory has produced about 14,000 motorcycles, and from what we have been shown and told, the N. S. U. unquestionably have one of the best equipped and largest motorcycle plants in the world.

"How the N. S. U. factory is looked upon in Germany is evidently shown by the fact that they are contractors to the German Army and to the German Imperial Post and Telegraph departments. Also suppliers to many imperial courts, etc. In connection with the high standing of the N. S. U. factory I may also add that only recently the title Commerzienrad was bestowed by the King on the president of the N. S. U. parent company, G. Banzhaf, who also is president of our American company. That title represents a much desired honor in Germany. As nearly as it can be translated into English it means 'Chancellor of Commerce.' It is conferred only on those whose product has attained a leading position in the world's commerce, thereby adding to the fame of the fatherland."

AN ADJUSTABLE PULLEY AT LAST

It Comes from the West and Affords Variable Gear for Motorcycles—How the Device Operates.

What may be termed the ideal way of obtaining the advantages of a variable speed gear for motorcycle use without the complication and confusing tendencies which are usually supposed to go with such an arrangement is to employ some form of automatic variable diameter pulley. Several such devices already are on the foreign market, but the first of its kind to be produced in this country is the Hipkins automatic change speed pulley, which is being offered by the Advance Sales Co., St. Paul, Minn.

As ordinarily employed, this device is completely automatic in action, adapting itself to the conditions of the moment readily and giving the engine the advantage of working through a long leverage when the road is heavy or the grade steep, and through a short leverage when conditions are more favorable. In addition to this feature, however, it possesses the further advantage of being adaptable to service as a fixed gear with three possible variations of driving ratio, either of which is obtainable by a simple adjustment necessitating only a moment's regulation.

The system requires the use of the V-belt with its working surfaces pitched at a 28-degree angle, and the only special alteration in the machine required in order to adapt it consists in mounting on the engine shaft the pulley itself, which is so constructed as to replace the original pulley without any difficulty. The variable pulley has one fixed and one movable flange, the latter being held by a spring in such a way as to keep the groove as narrow as possible. When the flanges are close together, the belt is forced to travel around the outer rim of the pulley. But as the pull on the belt increases when grade or other road conditions become adverse, the tension of the spring is overcome and the movable flange is forced outwardly. This movement permits the belt to travel about a smaller circumference than before and reduces the gear ratio proportionately.

The construction is plainly shown in the accompanying illustrations of which Fig. 1 shows the pulley in the high speed position, and Fig. 2, in the position it assumes for hill climbing, starting, and when the machine is running over bad roads. The stationary part of the pulley is shown at A. It consists merely of a disc carrying one of the two flanges, and is screwed to the crank shaft of the motor, F, in place of the regular pulley. The sliding part, B, which carries the other flange, completing the tread for the belt, H, slides over the case-hardened lock nut and spring stop, C, which replaces the lock-nut of the ordinary pulley. The spring, D, is placed between the flanged plug opening occasionally, is said to have a end of the lock nut, C, and the sliding flange, B, and continually forces the latter toward the fixed flange, on the stationary part, A. The studs, E, which are riveted into the part, B, slide in holes drilled in the stationary part, and serve to compel the two parts to rotate together. The purpose

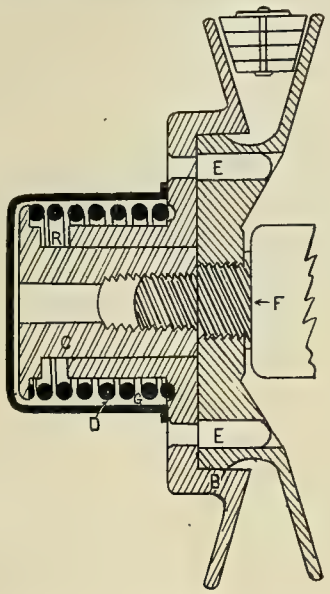


Fig. 1

of the metallic housing, G, is merely to protect the spring and the lock nut.

Where it is desired to use the device as a fixed pulley, two washers ⅛ inch in thickness are slipped over the lock nut. If both are placed at its outer end between the

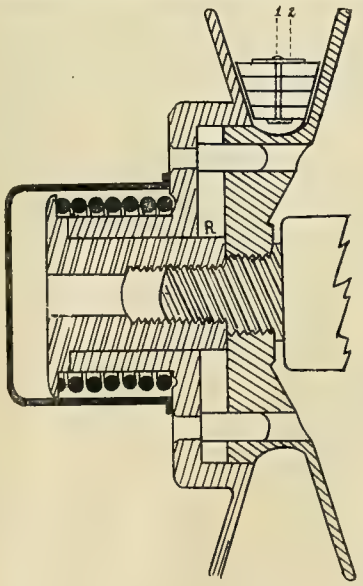


Fig. 2

flange and the end of the movable section of the pulley, B, the effect is that of the highest gear obtainable, the belt being caused to travel around the outer circumference, as shown in Fig. 1. If one of the washers is placed outside and the other next the stationary part of the pulley, an intermediate gear is secured. If both washers are placed next the stationary part of the pulley, the belt will be caused to travel in the position shown in Fig. 2. Three different fixed gears are thus obtained, and they may be altered readily, by removing the casing and lock nut and rearranging the washers in any way desired.

It will be observed that as the movable flange approaches the fixed one, the path of the belt is altered somewhat in the matter of alignment. As shown in Fig. 2, however, where 1 indicates its position at low speed and 2 its position at high speed, only ⅛ inch displacement is caused, which is not sufficient to alter the effectiveness of the transmission or to cause the belt to ride or jump the pulleys. In order to keep the belt from flapping when running on the low gear, it is necessary to use a spring controlled idler. Where none has been used on the machine, a special idler is furnished with the pulley.

The device complete, weighs but 4 pounds. The housing projects only 1¼ inches beyond the line of the ordinary pulley which it replaces. The variation in gear ratio which it is possible to obtain in this automatic fashion is from 4¼ to 1, to 6½ to 1.

Hot Spark Plugs and the Cause.

Occasionally it happens that the spark plug manifests an unwonted and equally unpleasant tendency to become hot, even when the remainder of the motor is reasonably cool. A remedy for this trouble, which is recommended by one who has tried it, is to smear the threads of the plug liberally with a coating of graphite pipe-joint compound, such as is used by pipe-fitters, making sure that the plug is set up firmly in the cylinder when replaced. Sometimes it is well to take the plug apart and repack it, using some of the same compound to seal the joint between the insulator and the shell. The heating tendency arises from a leakage in the plug, either around the threads in the cylinder head, or between the insulator and the packing. Where such a leakage exists, enough flame from the explosion will find its way through the opening to heat the plug abnormally. Stopping the leak, thus has a tendency to stop the heating.

Buffing Wheel for Repair Shops.

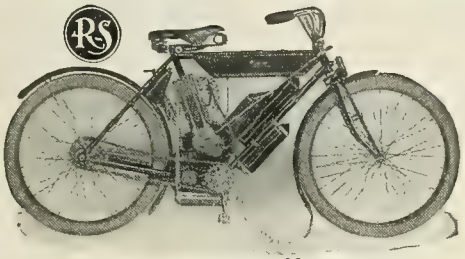
To the energetic repairman there is a good source of income at small outlay in the consistant use of the buffing wheel. Nickel which is only slightly rusted assumes a weather-worn and woe-begone appearance which greatly discredits its owner and its maker. In very many cases, unless it has been neglected too long, it may be scoured off on a good buffing wheel, leaving the surface quite bright and almost as good looking as when new. The average owner greatly appreciates such service, and is perfectly willing to pay a small charge for it.

Diamond Rubber Making Insulated Wire.

The Diamond Rubber Co., Akron, Ohio, have added insulated wire to their productions. They are going into its manufacture on an extensive scale.

The RS is Right

not merely in some points but in all points. It has no monopoly of good features but it contains more of them than any other motorcycle made.



BUILT AND TESTED IN THE MOUNTAINS.

Will you afford us an opportunity to convince you?

If it is a bicycle and not a motorcycle that you want, we will be greatly surprised if you cannot find what you desire in

The Reading Standard Line

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They will worthily bear it.

We have built and are still building our reputation on Ajax Tires and into them we put the best materials that skill and experience can determine and money buy.

To the live dealer Ajax Tires are a good thing to tie to.

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Factories: TRENTON, N. J.

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FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 4, 1908.

The Annual Spring Number of the Bicycling World and Motorcycle Review for 1908 will bear date April 25th. It will be fully up to the standard of previous years, more than which it scarcely is necessary to say. It will be designed not merely to interest active riders, but to promote interest in cycles and motorcycles wherever a copy may go.

Motorcycle "Amateurism" Abroad.

The statement recently published in the Bicycling World that American motorcyclists who might compete under the British rules, which permit amateurs and professionals to mix, would thereby bid good bye to their amateur status in this country, appears to have considerably stirred our cousins across the pond.

The Motorcycle deals with the subject at some length, being apparently unaware that the statement was based on the F. A. M. rule which declares that any man who competes in any sport against a professional, thereby ceases to be an amateur, which is the same rule which obtains in practically all other sports. Although the news was brought to this country by one who stated to several persons that the offer had been made to him and though it was published and not denied at the time, the English publication denies that competitors in the Autocycle Union's private owner's class are given their choice of money or medals. It fancies, therefore, that "the rules of English competition have not yet been mastered" in America.

But it need have no doubts on that score. Rules that place in one class, all men identified with the trade, and in another class all those who are not in the trade and who say that they own their machines and accessories and that no one in the trade pays their expenses, are not very hard to master. There is not one word in the rule applying to private owners that requires that they shall be amateurs and that they shall not accept cash, even if cash has not been tendered.

Whatever may be the case in Great Britain, this country already has had its lesson in respect to the mixing of amateurs and professionals in motorcycle sport. A lapse in the F. A. M. rules permitted it for a time and the resulting objections and bickering did not cease until the error was corrected. At least one of these professionals, Jacob De Rozier, a coin-chasing pacemaker of long standing, was and still is eligible to compete in the British private owners' class, as is Paul Derkum, the motorcyclist of most immediate prominence in America, who is openly asking $1,000 for each appearance. Neither of these men is in the trade and very readily can fulfil the requirements of private owners.

Whether the Britons will wait for an influx of French or German pacemakers before they realize the weakness of their "private owners" class is an interesting speculation; and whatever may be the case abroad, the millenium probably will arrive before Americans are convinced that a man's means of livelihood is the measure of his sportsmanship. It is a pretty far-drawn contention to hold that clerks or errand boys in motorcycle or spark plug factories, or dealers in backwood towns are in the logical sense either "trade riders" or professionals, and therefore undesirable persons to compete with, say, their club mates.

The Motorcycle says that "there has been very little said or done in England, or any other country, in the way of dividing professionals from amateurs in motor competitions," which inspires the suggestion that, as in the matter of records, England is inclined to fancy that the Eastern hemisphere is the whole world instead of only half of it. For in this country very much has been both said and done in that direction. If nothing has been done abroad, it is respectfully suggested that the time for doing it is overdue and the Iliffes, who publish the Motorcycle, having preached amateurism for so very many years, should be among the leaders of the movement.

In their motorcycle publication they now make reference to the semi-professional Class B, with which the L. A. W. experimented years ago and which died an early and deserved death, and say: "A man should be either an amateur or a professional; there should be no grades in either class," which expresses the existing situation in motorcycling in the fewest possible words. That is exactly the stand of the Federation of American Motorcyclists, carried to its logical and proper conclusion, i. e., that a man cannot be an amateur in America and a professional in England, or an amateur in one sport and a professional in another. It also is pertinent to the discussion to point out that the president of the F. A. M., whom the Motorcycle fears may not have mastered the rules of English competition, has been actively concerned with sport for 23 years and that at the time the L. A. W. created the bastard Class B, he was the only delegate in attendance who opposed it on the floor of the National Assembly.

Limited Knowledge that Runs Amuck.

There is one man who always will be with us, whether he rides a bicycle or a motor bicycle—the man who, having ridden one, or two, or three different machines, fancies that he is qualified as a judge of all machines and the features thereof and whose criticisms and condemnations are therefore sweeping and all inclusive.

The receipt of an anonymous communication from one of these individuals brings him to the surface again. This man, who has ridden one or two machines, found in each of them a feature—the same in both—which did not meet with his approval. Hence, though his knowledge of the subject is limited by an experience with a very small portion of the whole number, he writes down the feature as a failure on all machines, and calls on all manufacturers to "get busy" and produce something which he believes should be produced.

Unfortunately, there are many of these persons who do not realize that "a little knowledge is a dangerous thing." Hav-

ing viewed a subject from their own limited sphere of observation, rashly they conclude that they are in a position to advise even the manufacturers and designers whose entire time is devoted to the study of the same questions and whose opportunities for exhaustive investigation are limitless. But, not finding sufficient satisfaction in the offering of unsought and useless advise, the self-elected critic makes a nuisance of himself by spreading broadcast his theories and dogmas which may gain a certain credence amongst the uninitiated, or with those who may happen to agree with his ideas. No man is competent to pass an opinion on that which he himself has not fairly tried.

Rubber Tires and Road Damage.

France has issued a call for an international congress of highway engineers, to take place in the Fall, at which that absorbing topic, the damage done to the highway by the rubber tire, will be discussed and corrective measures decided upon in case the evil is found to be a serious one.

Accompanying the announcement is the statement that it has been found that rubber tires are more injurious to the roads than steel ones. It is probable that the assertion, which has gained strength since motorcycles attained popularity, is entirely too sweeping, despite the fact that it was first advanced in the early '80's when the high bicycle with its small rubber tires was but just finding a degree of favor.

Whatever may be true of the four big, heavy tires used on automobiles—one of which weighs more than the average bicycle—it is scarcely possible that even an international congress will be able to discover that bicycle tires do damage to the roads. It is more probable that the weight which tires must bear has more to do with the case.

Even if an international congress of wise men declared steel tires less injurious than rubber ones, it will be extremely difficult to convince of the truth of the declaration any cyclist or motorcyclist whose teeth have chattered like castanets as he bumped over the little ridges formed by the steel shoes worn by horses, or who has unceremoniously "spilled" or waltzed from side to side in the effort to negotiate a road which had been cut into ribbons of ruts by steel tires.

"The Bicycling World is 'all to the good.' Don't see how I could get along without it."—Boyd Spangler, Boulder, Colo.

CORRESPONDENCE

Disputes Waterbury's "Basic" Patent.

Editor of the Bicycling World:

Under the heading "Ball Bearings with Rollers," on page 806 of your issue of March 7th, 1908, I note that after describing a ball bearing with interposed rollers between the balls, which are held in a caging, that you state that "the system is the invention of J. Waterbury, of Woodhaven, L. I." and that "the patent involved is claimed to be basic as covering the use of the roller separator."

Allow me respectfully to call your attention to the following facts:

1. That this device was patented by me under U. S. Patent No. 595,696, dated December 21, 1897.

2. That this patent has been fought through the U. S. courts to the last court of resort and has been sustained. The decision will be found in 122 Federal Reporter, p. 451, under the suit Anderson vs. Collins.

3. That this bearing is now being manufactured by The Bearing Co. of America, of Omaha, Neb., under a license from me.

4. That any infringement will be promptly attended to.

I trust that with your usual fair treatment you will give this letter the same publicity as you did your article, "Ball Bearings with Rollers," and thank you in anticipation.

GEORGE J. S. COLLINS, Omaha, Neb.

Suggests Standardized Lamp Brackets.

Editor of the Bicycling World:

I have read with interest the communications of Mr. Swenson and others with regard to the method of attaching horns to motorcycles. I agree with Mr. Swenson that the method at present in vogue is far from satisfactory. There is another matter that I should like to see discussed.

If you will pardon me for again referring to foreign motorcycles, I should like to call your attention to the fact that almost every foreign machine is provided with a lamp bracket of a standard pattern, so that if you purchase a lamp abroad it is sure to fit your machine. This standard size is a tongue of metal 1⅛ inches wide, 3-16 of an inch thick, and 1½ inches deep. Each foreign machine has a lamp bracket made a part of the machine just as much as the fork or the motor. Foreign lamps are sold without a bracket as a general rule. Let us look at the condition of affairs here in America: There is only one concern that I know of that takes into consideration the fact that the lamp may be needed when they design their machine. The rest of the manufacturers seem to ignore the fact that a lamp ever will be used. Would it not be a comparatively simple matter for each designer here in America to make a lamp bracket suited to the peculiar design of his particular machine, and fitted with some standard type of tongue such as they use abroad? Since they have established the custom over there, and since many foreign lamps are used in this country, I would suggest that they adopt a lamp bracket having the dimensions given above. It seems to me that this is as good as any and the lamp bracket would then be universal.

I have just designed a lamp for use with American motorcycles, and I have been at my wits' end trying to get up some sort of a universal lamp bracket. I find that a bracket that fits one machine will not fit another; in fact, there are two manufacturers who are now putting out a peculiar type of handle bar, which is not at all adapted to hold a lamp bracket. These manufacturers should fit a lamp bracket to the frame of their front fork, similar to foreign practice.

I trust this matter of lamp brackets will be discussed in your valuable paper. I have a certain lamp manufacturer here in this country in mind who lists at least eight different kinds of brackets for his lamps, and I can recall several American machines without difficulty, which these brackets will not fit. Such a state of affairs should not exist.

E. L. OVINGTON, New York.

Leaky Case; Dogs, and Carburetters.

Editor of the Bicycling World:

(1) Is there any way of preventing oil leaking out of the crank case of an engine—a De Dion? I have thoroughly cleaned same and joint looks absolutely tight, yet there is a continual dripping of oil while running and practically all of it will leak out if left standing over night. Would varnishing joint or putting in thin gasket remedy matters? (2) Have you had any experience hitting dogs in running motorcycle? and would side car or fore car be likely to upset if it struck an average sized small dog? (3) Can a Kingston, or any other carburetter, be set so that motorcycle geared 6 or 7 to 1 can be run as slowly as four or five miles an hour?

F. A. M. 1168—L. A. W. 734.

[(1) Yes; take crank case apart and shellac the faces of the joint. If the leak is as bad as you say it is, a gasket of thin paper, shellaced, should stop the drip. (2) Yes; but not with a three-wheeler. It is not likely that a small dog would upset a tricar. It would depend largely on the angle at which he was struck and the firmness of your grip on the handle bars. (3) Extremely improbable without the use of a two-speed gear.]

Center of F. A. M. Information.

Editor of the Bicycling World:

Please inform me where I can procure information regarding membership in the F. A. M.

R. L. COLSON, Boston, Mass.

[Address H. J. Wehman, secretary, 108 Park Row, New York City.]

THE FISHERS AMONG THE FLOWERS

They Demonstrate that It is Possible to Handsomely Decorate a Motorcycle—How It was Done.

There was only one motorcycle—an Indian tri-car—in the automobile carnival parade, which occurred in Chicago on Saturday night last and while the greater size and spread of the motor cars more readily lent themselves to decorative effort, it is safe to say that the tri-car was the most strikingly and effectively embellished motorcycle that ever has paraded before the public, in this country, at least. The decorations were the idea of J. T. Fisher, the manager of the Hendee Mfg. Co.'s Chicago branch, who, with Mrs. Fisher, occupied the little three-wheeler in the parade. The decorations were abundant, without any over-display. They followed the lines of the machine which readily lent themselves to the production of an extremely graceful effect that was emphasized by the appropriate costumes of the riders. The frame and front fork were wound with ribbon, set off by a delicate tracery of green foliage. The tank, and mudguards were each a mass of roses, and the lady's feet rested in a deep carpet of the same flowers. Over her head was a canopy, a miniature floral dome. Its supports were two slender standards, the stiff appearance of which was relieved by a large spray of roses at each, the great blooms spreading out in clusters that danced under the lower edge of the canopy. The tri-car was accorded honorable mention by the judges of the parade.



INDIAN TRI-CAR IN CHICAGO FLORAL PARADE

First Road Race Sanction of the Season.

Hardy A. Jackson, president of the cosmopolitan International Cycle Association of New York City, has decided that a 100 miles home trainer match race against Herman H. Hintze, is too much like hard work for this time of the year. Therefore he is devoting his energies toward holding what will be the first sanctioned open handicap road race of the season, to be held at Valley Stream, Sunday, May 3d. As this will be the first race to be run under the new road racing regulations of the National Cycling Association, it will assume considerable importance. Although the prize list has not been made up Jackson states that the first place prize will be a high grade bicycle, and first time prize a 20-year gold watch. The distance will be 10 miles, starting at 1 p. m. May 24th is the rain date. Entries are being accepted by J. L. Lindsey, 325 West Thirty-ninth street, New York City. Under the new N. C. A. regulations no entry will be received unless accompanied by 25 per cent. of the required fee which, in this case, would amount to 25 cents.

Milwaukee Veterans to Hold a Reunion.

Milwaukee riders of the bicycle primeval—that is, the old-fashioned ordinary—will hold a reunion on April 28th, when survivors of the Milwaukee Wheelmen, organized in 1883, will recount experiences of early days. A banquet will assist the silver-tongued orators to "loosen up."

JACQUELIN, REPENTANT, ESCAPES

Official Whom He Slugged Accepts His Apology—Walthour Trounced by New Comer; Sherwood also Loses.

Edmund Jacquelin, who caused and quelled a riot at the velodrome d'Hiver, Paris, and who slapped M. Leon Breton, president of the sporting commission of the Union Velocipedique de France, at a race meet two weeks ago, has been pardoned by the racing committee of that body. Breton reported full details of the incident at the last meeting, but as Jacquelin had written him, apologizing for his conduct and expressing his extreme contrition, Breton said that he was prepared to let the matter close. It was the general opinion that the gallery-playing French rider would either be heavily fined or suspended for several months, but as usual, he managed to get off scot-free.

Jacquelin is noted for being a great tactician on a bicycle, winning his races when the odds are all against him. In this particular event he was third when the finishing straight was entered and as he found it impossible to win by passing on the outside, he followed his old habit of cutting through on the pole. For this he was rightly disqualified, hence the riot, and the slapping incident described in the Bicycling World of last week.

Several surprises were in store for the Parisian "fans" at the opening meet of the Velodrome Buffalo on Sunday, 22d ult. Berthet, the young amateur, who created a sensation last season by breaking the world's hour unpaced record, made his debut as a cash-chaser and defeated two such cracks as Walthour, of America, and Garrigou, the famous French road crack, in a 50 kilometer race behind human tandems. The ex-amateur rode in surprising form and finished two laps in front of Walthour in 1:04:27⅕.

The other surprise was in the Grand Prix D'Ouverture, an international scratch at 1,000 metres, which Hourlier won. Meyer, Hourlier, Boutellier, Schilling, Friol, Bader, Kudela, Rutt, Dupre and Otto Meyer qualified for the semi-finals, which three were won by Hourlier, Rutt and Schilling. Hourlier finished first in the final heat after a surprisingly long sprint. Rutt was second by one length, and Schilling third by a length and a half.

Charles A. Sherwood made his European debut in the international handicap. He started from scratch in his heat, but was beaten for the place by Boutellier, on 30 metres. The final went to Dupre, with Heller second and Lodoc third. Sherwood did not start in the scratch race, but assisted in pacing Berthet in the paced race.

Care and Repair of Motorcycles; 64 pages. 25 cents. Bicycling World Co., 154 Nassau St., New York.

SIZES OF SPROCKETS COMPARED

Popular Errors Concerning Old Question—The Relative Suitability of Large and Small Diameters.

A very old question, which apparently is open to limitless discussion, is that of the relative suitability of large and small sprockets for bicycle use. This is entirely apart from the question of gear ratios, and applies solely to the actual diameter of the front and rear sprockets—not to their relative size. It is well known that up to a certain point, large sprockets provide an easier running gear than small ones. The perfectly natural inference is, in consequence, that sprocket sizes may be increased to an indefinite extent with profit, and that the bigger the sprocket, the more easy running will be the wheel.

This matter is erroneously supposed to hinge about the question of leverage. It is a natural inference, since crank length, and gear ratio are known to be solely questions of leverage. But in thinking of sprocket diameters in this connection it is easy to overlook the fact that it is the relation between the diameters of the two sprockets which constitutes the "gear," and not their diameters; also to overlook the fact that a 90-inch gear, is a 90-inch gear, no matter what combination of sprocket teeth is used in securing it.

Another fruitful cause of error in this same connection arises from the habit of cataloging the gearing of bicycles according to the nearest whole number, instead of according to the compound number which actually expresses the ratio. For instance, these combinations are sometimes said to produce 88 gear: 22x7, 25x8, 28x9, and 32x10. But remembering the old rule: "Multiply the diameter of the rear wheel by the number of teeth in the front sprocket, and divide the product by the number of teeth in the rear sprocket," it is easy enough to see that such is not the case. As a matter of fact, these combinations work out at 88.0, 87.5, 87.1, and 89.6, respectively, which is a very considerable difference when it comes to a question of hill climbing.

If four machines, otherwise alike, but geared according to the relation just indicated, were to be ridden side by side, it would be found that the one equipped with 28x9 toothed sprockets would "push" easiest, while that having the 32x10 combination, would be driven the greatest distance for a single stroke of the pedals. There would be a very evident difference in the size of the sprockets, if the same pitch of chain were employed in each case, but the average rider, observing the force required to propel the different machines, would probably fail to distinguish in a short distance, any great difference in driving resistance, the distinction in favor of the 87.1 gear being comparatively slight.

What constitutes the chief difference between the properties of the large and the small sprocket gearing, instead of being leverage, is plain, honest friction—the friction between the numerous little joints which go to make up the chain. In short, every time the chain travels over one of the sprockets, it must be bent from the relatively straight line which it has been holding, into an arc of a circle. It must form a portion of what draughtsmen term the "pitch" circle of the sprocket.

As it leaves the sprocket, it must again be bent back into the straight line. The same performance is repeated as the chain comes to the other sprocket. So that every time any pair of links travel completely around from a given point in their path and back to it, they must be bent four times, twice into a position represented by an angle corresponding to the diameter of the pitch circle of the sprockets, and twice from that angle into the straight line again. It is this bending which causes wear in the rivets, and also constitutes the chief source of resistance to chain action when the chain is dirty or dry.

Evidently, the smaller the sprocket, the greater will be the angle through which the chain must be bent, and consequently, the greater the resistance which will develop from its use. Consequently, if it were possible to make the rear sprocket of as great diameter as the rear wheel, considerable advantage would result—other things being equal.

In all questions of design, it is well to seek for the disadvantage, when getting away from an established practice. In this case it is not far to seek. The larger the sprocket, the heavier it must be, and also, unless it is made stronger proportionately, the greater its tendency to buckle under load. Furthermore, the larger the sprocket diameter, the greater must be the length of chain necessary to complete the connection. This, also, means added weight.

A saving feature in this connection is that the larger the sprocket the less the strain upon it, for a given weight of bicycle and rider, and a given gear ratio. It has been said that leverage has no bearing on the question of power absorbed in driving machines of the same gear ratio, but of different sprocket diameters. This is quite true. But leverage does play a part in determining the strain on the chain and sprockets. The longer the crank, the less the pressure required to move it against a given resistance. Similarly, the larger the sprocket diameter, the less the chain pull required to move it. Consequently, the greater the diameter of the sprockets, the less the strain upon them, and so, the smaller the required size of chain, and the lighter the sprockets and chain. Hence, with the large sprockets, a saving in weight may be accomplished over what would otherwise be required, owing to the reduced strain upon the parts. The danger of buckling, when large diameters are used, however, as well as the fact that with the longer chain, there are more joints to bend, even though the bending angle be smaller than in the other case, constitute conditions limiting the indefinite increase in sprocket diameter.

For Keeping Things Tidy.

No matter what his inclinations in the matter of doing his own repair work, the rider who stables his own machine ought to make it a point to have a single definite place for all his supplies, spare parts, knick-knacks and tools, with the double object of knowing where to find them when wanted, and of keeping them in good condition. A cupboard, a few shelves nailed up in some odd corner, even an old box fastened up on the cellar wall, with a couple of hinges on the cover and a shelf or two inside, will serve the purpose very well, and prove a great saving in the long run, both of time and money. Next to keeping the machine tidy, keeping the things that go with it tidy is a habit it is well to acquire and to practice consistently and well.

When Rat Trap Pedals Become Worn.

Rat trap pedals which have been worn down so that the side plates no longer form a good gripping surface for the feet may be renewed by filing down the notches. After a time, however, the plates become so narrow that it is impossible to point the notches any further. In such a case, the best plan is to grind or file down the old notches leaving a perfectly smooth edge, and afterward to rivet on an additional pair of side plates, cut from sheet steel, suitably shaped up, and fastened by means of a couple of rivets driven through new holes, drilled in such a way as to skip the old ones. This is quicker and easier than to cut out old rivets and replace them with longer ones.

How a Dealer Demonstrates a Hanger.

A. C. Stansbury, the Racycle agent at Canton, Ill., has a simple and unique method of demonstrating the efficiency of the Racycle hanger. He drives two nails four inches apart in a board to represent the hanger bearings. He ties a string around a lead pencil one and a half inches from one end, which represents the chain over the sprocket. The pencil is placed back of the nails with the string close to, and inside, the right-hand nail; to represent the bicycle principle he simply shifts the string outside the nail. A pull on the string in either position will demonstrate the action of the hanger shaft when the sprocket pull comes on it.

Graphite in the Cylinders.

A small quantity of flake graphite introduced into the cylinder through the spark plug opening occasionally is said to have a very beneficial effect on the running of the motor. The minute flakes of the graphite form a smooth coating on the cylinder wall, closing the fine pores and producing a mirror-like surface which materially aids lubrication and renders compression much better than it otherwise would be.

TAYLOR TOYED WITH JOHN BEDELL

Great Sprinting Match at Boston—Punctures Punctuate One Hour Race—Hot Finishes in All Events.

John Bedell, once of Lynbrook, L. I., learned a valuable lesson last Saturday night, 28th ult., at the regular weekly race meet at the Park Square indoor track, Boston. Bedell learned that there are other great sprinters in America besides himself. It is a handy thing to know and Bedell is right thankful that he learned it early in his life. "Major" Taylor, the Worcester negro, is one of the crack American sprinters. Almost in the same breath might be mentioned Kramer, Lawson, Downing, Bardgett, Fogler, and some others; but Taylor is the one who showed Bedell that still is ready at the bell with a sprint.

Since Iver Lawson went back to Salt Lake City and since Joe Fogler decided to take a rest, John Bedell—Menus's brother—has been having easy picking on the Boston saucer. If the truth be told Bedell began to think himself almost invincible in open races, so Manager MacLean arranged to give the Long Islander a chance to test his ability in a match against the biggest chocolate drop in the bonbon box. There is no doubt that Bedell rode to win, as a victory over Taylor would mean an audience with European managers that it would not be possible otherwise to secure. Bedell rode a game race, but he showed that he is not in Taylor's class, that's all.

In the toss for position Bedell drew the pole for the first heat, at one mile. "Lon" Peck need not have fired the gun for all the effect it had on Taylor and Bedell, for neither man moved off the mark. Bedell finally moved off, though he was going so slowly that he was forced to ride on the flat floor. The procession continued until the half mile, when Bedell began to thaw out a bit and at two laps to go was hitting up a fast clip a length to the good. He looked a winner then.

Suddenly Taylor's kinky head ducked and a black something shot past Bedell so suddenly that it was all over before the crowd cheering Bedell could realize that Taylor had won.

Taylor got the pole for the second, and what proved to be the deciding heat, at one-half mile. The start was a repetition of the former heat, neither man moving off the mark until ordered to do so by the referee. Then Taylor showed his ability to stand stock still and Bedell tried to imitate, but fell. The heat was restarted. Taylor immediately went to the front and set the pace for two laps until Bedell, thinking to better his position, took the lead. He rode the three remaining laps like a mad man with Taylor trailing as in the first heat. All went well until the back stretch of the last lap was reached, when the negro repeated his performance of the previous heat. The only difference was that he went faster and Bedell sat up in the homestretch, a beaten man. Taylor won by a dozen lengths.

The other professional and amateur races produced great finishes. In the mile handicap Anderson, the Dane, was on scratch in the final, with Root, Bardgett, MacLean, Wiley, Halligan, Logan and Menus Bedell out in front. The long markers were soon overhauled and the field bunched at the half mile mark. At three laps to go Anderson took the lead, with Bardgett trailing. The Dane set a fast pace and held it to the bell when Bardgett jumped and went by, followed by Root, Menus Bedell and MacLean. It was a hard last lap, but Bardgett showed his quality by finishing a length to the good with the others following in the order named, well bunched.

Bardgett looked a likely winner in the one hour open, with special half mile prizes, but an unfortunate puncture, occurring at twenty miles, put him out of the running. Logan went out at the first mile with a punucture, while a broken chain set MacLean out at the fourth mile. Wiley, of Syracuse, made most of the going, and captured 18 of the special prizes. Anderson and Halligan took six each, Butler five, Connolly four, Holbrook three and Bardgett one. At the gun for the last mile Wiley was leading. He held the pole until the half when Anderson went up with Root trailing, Menus Bedell in third position and Nat Butler fourth. Anderson paid too much attention to keeping Root from going by so that he rode somewhat wide. This was just the chance for Menus Bedell and he ducked through on the pole with Butler hanging on to his rear wheel.

Anderson did not see Bedell and when he swung down he bumped. Bedell was looking for it and Anderson got the worst of the encounter, swinging up the track and carrying Root with him. Wiley set sail after the leaders, while Anderson soon righted himself and tore around the boards. He caught Wiley, but Bedell and Butler crossed the tape first in that order. The most satisfied man was Nat Butler, for he had started in the race only to get a little exercise.

The finish of the half mile open for amateurs was one of the best ever witnessed. For half a mile Hill of Watertown tried to pass Tom Connolly, and they rode neck and neck, lap after lap. George Cameron, of New York, trailed Hill until the last half lap when he rode close in on the pole and nosed the Watertown man out for second place. The summaries:

Match between "Major" Taylor, Worcester, and John Bedell, Lynbrook—First heat (one mile), won by Taylor. Time, 2:58⅕. Second heat (one-half mile), and race won by Taylor. Time 1:19⅕.

One mile handicap, professional.—First heat won by J. T. Halligan (65); second, N. M. Anderson (scratch); third, Pat Logan (50). Time, 2:07⅖. Second heat won by E. F. Root (30); second, Walter Bardgett (40); third, Hugh MacLean (55). Final heat won by Walter Bardgett, Buffalo; second, E. F. Root, Melrose; third, Menus Bedell, Lynbrook; fourth, Hugh MacLean, Chelsea. Time, 2:02⅗.

One hour open, professional—Won by Menus Bedell, Lynbrook; second, Nat Butler, Cambridge; third, N. M. Anderson, Denmark; fourth, George Wiley, Syracuse; fifth, E. F. Root, Melrose; sixth, Dennis Connolly, Boston. Distance, 23 miles 6 laps. Half mile prizes won by Wiley 18, Anderson 6, Halligan 6, Butler 5, Connolly 4, Holbrook 3, and Bardgett 1.

Five miles open, amateur—Won by Tom Connolly, Boston; second, George Cameron, New York City; third, Fred Hill, Watertown. Time, 12:43⅗.

Moran Issues a Sweeping Defi.

James F. Moran, the Chelsea milkman, who recently defeated Nat Butler and Albert Champion in motor paced matches, is "going after them" strong. Moran expects to sail for Europe shortly but before going would like to take a final whack at any bicycle rider for the "all around championship," the races to be sprint, pursuit and motor paced, to be run on the Park Square track at Boston. Moran has issued a sweeping defy to the effect and states that he is will to bet from $100 to $500 on his chances, but the milkman probably meant centimes, as he is having his available cash changed into French currency in expectation of his European trip.

One-Legged Rider Wins Match Race.

Charles G. Kilpatrick, the one-legged rider, who received considerable notoriety through his feat of riding a bicycle down a flight of stairs, has appeared on the horizon again. Kilpatrick is a racing man now. At Louisville, Ky., last Saturday night, 28th ult., he rode against two-legged George Dunlap, who is regarded as the champion roller skater of the South. Dunlap looked to be the winner nearly all the way, but in the last two laps Kilpatrick managed to pass and won by a narrow margin. The time for the mile was 2:43, which must be nearly a record for a one-legged rider.

"Major" Taylor to Revisit Europe.

Although "Major" Taylor, the Worcester negro crack, is a rider of extreme reticence where his plans are concerned, there seems to be no doubt but that he will ride in Europe this season. The Paris papers state authoritatively that Taylor has signed to go abroad, and this week a notice was sent from Worcester to the effect that the negro will sail about the middle of April. It is said that Taylor received a better offer from the Parisian managers than was offered him by Manager Chapman of the new saucer now being built at Salt Air, Utah.

The North Side Bicycle Club has been formed at Terre Haute, Ind., to hold pleasure trips at frequent intervals. Chester Moore is president of the new club.



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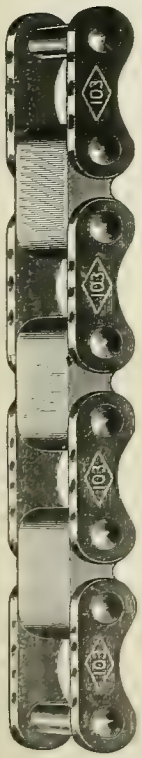
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IVER JOHNSON

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THE SIDE BARS ARE ELASTIC. Under sudden load they give enough to relieve the jerk, but the metal comes back to the original length.

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GOOD WORDS FOR SHORT TOURS

New Departure of C. R. C. of A. Commended at Annual Dinner—Suggestions Made About Club Spirit.

That the Century Road Club of America acted wisely when it decided to cater to short distance riders by promoting pleasure runs and tours as well as century runs, was the general opinion expressed at the annual reunion dinner held at Terrace Gardens, New York City, last Saturday night, 28th ult. Right here it should be said to the credit of National Secretary Fred E. Mommer, who had charge of the dinner, that the affair was one of the most pleasing that has taken place in a long time, from the unique menus with their eulogistic characterizations, to the excellent cigarettes, the supply of which had not become exhausted even after the demi tasses and cigars had been consumed.

Peter A. Dyer, "the best friend the club ever had," acted as toastmaster, and said that he considers the Americas have made a wise move by devoting attention to touring. Mr. Dyer thought the "decadence in cycling" was caused by high gears—that it was too big a jump from 61 to 106.

President D. M. Adee, of the National Cycling Association and the Century Road Club Association, was the first speaker and reminiscently told how he rode a bicycle a few years before the Civil War, which he corrected to a later date when "called" by one of the diners. After recounting early experiences in the sport, President Adee said the chief trouble with the riders nowadays is that they haven't as much backbone as the riders of a decade ago; in fact, some present day riders have only wishbones, he said, and they were pretty fragile. Mr. Adee also scored the practice of riders dividing their attention between a dozen or more clubs, and urged that members support the officers of their clubs to a greater extent than they do at present.

E. Lee Ferguson, first vice-president of the Association, denied that he had grown gray in the service of the organization, as stated on the menu card. He amusingly told how he learned to ride on a sharp incline by mounting on a woodpile, and then transferring to the bicycle. His first bicycle was a Star, but he saw lots of them when he frequently missed connection between the woodpile and the machine. Ex-President A. G. Armstrong was glad to see such a fraternal spirit shown at the gathering.

Chairman R. F. Kelsey, of the National Cycling Association's Board of Control, gave an interesting resume of the early days of the sport, and told of the sensation E. J. Willis and Herbert Lawrie created with the first pneumatic tire ridden in competition in America. He eulogized Arthur A. Zimmerman, referring to him as the squarest racing man that ever straddled a bicycle.

None of the orators was cheered more boisterously than was Fred E. Mommer. Three cheers and a tiger and then some was his portion. Mommer did not orate, however; he left that to his side-partner, Popper, who came later. Mommer read letters of regret from President Early, Fred I. Perreault, Henry Wheeler, Ernest G. Grupe and others. Popper suggested that the Americas compile a booklet of interesting short tours in the metropolitan district, and distribute them among the members. He said that short tours is the proper idea and promised to join in all of them. He knows of fifty persons who had given up cycling, but will join the Americas in pleasure rides and tours.

H. A. Gliesman of the Tiger Wheelmen agreed with Mr. Adee that riders should devote their energies to one club rather than a dozen, and suggested that the clubs in the metropolitan district form a general membership committee, composed of one member from each club, who may consult upon such matters. Then if some member withdraws from one club for some petty reason and desires to join another, the membership committee will know the reason therefor and thus save considerable dissension between clubs.

"Smiling Lal" Ruch and J. W. Hedden, who won the mileage competition this year, provoked the crowd to laughter as did another speaker who said that while he had no intention of comparing century pluggers to canines, he considered century competition a habit, which reminded him of a dog he once had that "acquired a habit."

"This dog was simply a very ordinary mut," said the raconteur, "but I appreciated his fine points more than the bad boys in the neighborhood. There was one point they took considerable interest in, however, and that was the dog's tail. Every time the dog went out on the street unaccompanied by me he would come yelping home with a tin can flopping behind him. The boys tied so many cans to his tail that after awhile the dog got into the habit of backing up to every can he saw lying in the street."

This story provoked Alfred H. Seeley to a courteous retort, the continental tourist endeavoring to show that century riding is the "only real way to enjoy bicycle riding." Among the other speakers were Potter S. Rodgers, William Moulton, Herman H. Hintze, R. S. Campbell, Frank Libbey Valiant, John Bailie and Spencer Stewart.

Another Motorcycle Club in California.

The Riverside Motorcycle Club has been organized in the California city of that name, with a charter membership of 23. E. Knoll was elected president; S. C. Southard, vice-president; S. M. McIver, secretary and treasurer, and Dan Milan, captain. There are 86 motorcyclists in Riverside and it is expected that nearly all of them will be gathered into the club.

FRATERNITY FOR RACYCLE RIDERS

National Club Movement Aims at Chain of Mutual Aid Lodges—The Grand Lodge Incorporated.

It transpires that the effort of the Miami Cycle & Mfg. Co. to form a national Racycle Bicycle Club, means in effect the establishment of a chain of cycling lodges, providing all the advantages of fellowship to be found in such organizations, besides providing sick, accident and funeral benefits. The main object of the clubs is, however, to promote interest in bicycle riding and outdoor sports.

The Racycle Bicycle Club, as the grand lodge is called, is a benevolent fraternal organization, chartered under the laws of the State of Iowa. The officers of the grand lodge are a grand captain, grand pilot, grand treasurer and grand secretary, elected every third year by delegates representing all the subordinate lodges throughout America.

The various subordinate lodges, or clubs, have officers corresponding to those of the grand lodge, with the addition of a wheel repairer, wheel inspector and chaplain, who are elected annually by members of the lodge to which they belong. Each club is given a number by which it is thereafter designated, such as Racycle Bicycle Club No. 1, etc. Club uniforms have been adopted by the grand lodge, consisting of cap, coat, sweater, trousers, and leggings, these uniforms being worn on all club runs, one being held each Sunday.

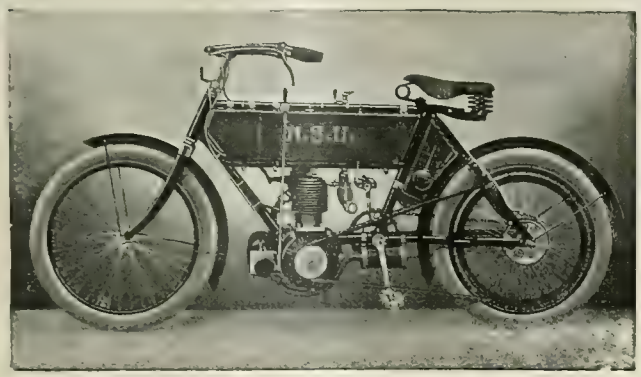
In order to secure a charter from the grand lodge there must be the names of at least 15 applicants affixed to the application, one of which is sent to each Racycle dealer. Male white persons between the ages of 15 and 45 years, of good moral character, good health and good standing in the community are eligible for membership, providing they ride Racycle bicycles.

The first club formed was Racycle Bicycle Club No. 1, of Council Bluffs, Iowa, and the lodge now has more than 100 members. Since the Middletown company inaugurated this unique and beneficent system of building up a chain of clubs of Racycle riders, many subordinate clubs or lodges have been formed, the latest in the home city, Middletown, which started with 115 riders.

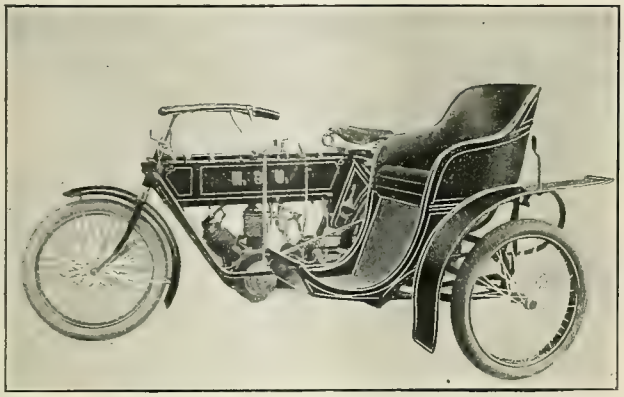
The headquarters of the grand lodge are of course in Middletown, the grand officers being as follows: Grand captain, W. L. McClenahan; grand pilot, I. H. Heckman; grand treasurer, E. A. Bennett; grand secretary, Charles A. Witner.

Wabash Cycling Club Closes Its Career.

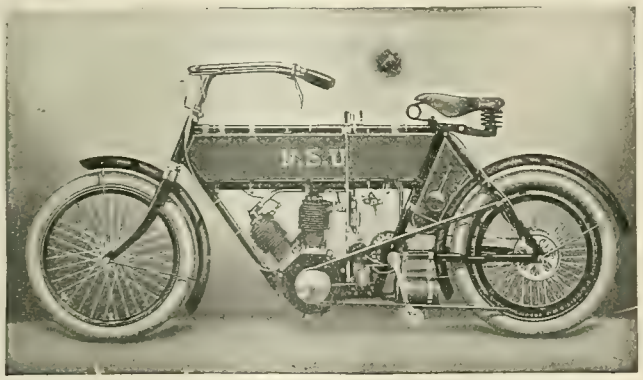
The Wabash Cycling Club, Terre Haute, Ind., which was formed April 13, 1892, has formally disbanded. The club has in its treasury $2,000, which will be divided among the 92 members in the ranks.



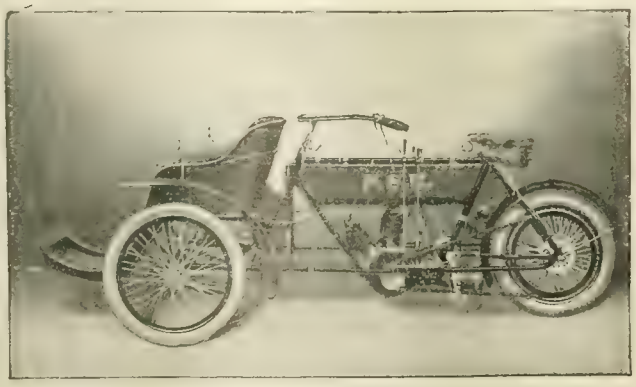
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MANY PARTS PLAYED BY CURTISS

Hammondsport's Motorcyclist Adds to His Repertoire—Now a Wizard of Land and Water, Air and Ice.

It is safe to say that of all the men who have had to do with bicycles, no one is "playing more parts" perhaps, than is G. H. Curtiss, of Hammondsport, N. Y. Curtiss, who used to ride a bicycle, and now is building motorcycles at Hammondsport, where he also is director of experiments for the Aerial Experiment Association, of which Alexander Graham Bell is chairman. One day Curtiss may be seen flying in the air in an aeroplane, the next day in an air ship; other days rolling over the ground on a motorcycle or his "wind wagon"; again in the water, while in winter his experiments take him on the ice, his latest effort in this later direction being the construction of what he styles an "ice-cycle," shown herewith. In practice it recently made more than 26 miles an hour over a measured course through heavy wet snow, and which, Curtiss states, can cover 45 miles an hour over clear ice. The motive power is furnished by a 15-horsepower air cooled vertical Curtiss engine, which drives a double bladed fan arranged to pull the "ice-cycle" forward instead of propelling it. In principle it is the same as the "wind wagon" with which the Hammondsport inventor sometime ago startled the "natives" when first it appeared on the road.



CURTISS ON HIS "MOTOR ICE-CYCLE"

Schudt Wins Twice in Armory.

As usual, the two bicycle races proved the exciting events at the meet held in the 74th Regiment armory, Buffalo, Saturday night last, 28th ult. Close finishes resulted in both the trial and final heats with the crowd on tip toe most of the time. Fred Schudt won both events, the mile open being taken from Fischer by a couple of lengths, with Delling third and Tanner fourth. Five men fell in the 13th lap of the two mile handicap, among them being Hoover, who broke his collarbone on Feb. 1st. No one was injured, fortunately. Schudt, from scratch, succeeded in nosing out Fischer, 30 yards, at the tape by a couple of inches, with Scheider, 60 yards, close up for third. The summaries:

One mile open—Qualifants: Ed Arenz, R. J. Hoover, Ed Delling, J. M. Tanner, E. P. Young, Fred Schudt, Adam Fischer and John Schneider. Final heat won by Schudt; second, Fischer; third, Delling; fourth, Tanner. Time, 2:16⅗.

Two miles handicap—Qualifants: Arenz (scratch), Burke (70), Hoover (40), Young (170), Devine (80), Tanner (150), Schudt (scratch), Fischer (30), Penseyres (120). Final heat won by Schudt; second, Fischer; third, Scheider. Time, 4:37⅘.

Belgian Cup for American Club.

The Fabrique Nationale d'Armes de Guerre of Herstal-Lez Liece, Belgium, who make the F. N. motorcycles, have presented our F. N. Motor Club of America with a magnificent cup, which is now on display at the Ovington store in New York. On one side, in bas relief, is an F. N. Big Four being ridden through a country town, and on the other side suitable engraving. The handle of the cover, has set in both sides of it the club's emblem, and on the surface of the cover is engraved the trade mark of the F. N. Co.

Birmingham Holds First Hill Climb.

The Birmingham (Ala.) Motorcycle Club held its first hill climbing contest on the Seventh street incline in that city on March 18th. The hill is 600 feet long with a rise of 125 feet. Two classes were provided, for singles and doubles, respectively. A. T. Reeves, Manson, made the best time in the event for singles, covering the incline in 16½ seconds. Sam Houston, Indian, was second. Robert Stubbs, Indian, won the class for doubles in 11½ seconds, with Gale Joyce, also on an Indian, second.

DERKUM WILL BE THE LONE STAR

Collins Decides Weekly Salary is Better Than Professional "Marveling"—Misuse of Club's Name.

W. G. Collins will not be a member of the Los Angeles "vaudeville" racing team of Derkum & Collins, "the world's greatest speed marvels," who were to make a business of tearing the scalp off of Father Time and chasing his shadow into the cyclone cellar. Paul Derkum will have to do the job with only his word-rich manager to assist him.

Collins evidently very wisely decided that a weekly salary was better than barnstorming. At any rate, he has removed from Los Angeles to San Francisco, where he has entered the employ of C. C. Hopkins. In a letter to Chairman Douglas, of the F. A. M. competition committee, Mr. Hopkins states that until it appeared, Collins knew nothing of the circuslike printed matter in which he figured like a song and dance "artist," and that he has no desire to offend the rules or become a professional motorcyclist. Hopkins adds that he has not only not employed Collins because of his racing ability, but has warned him that if he engages in competition it will be on his own responsibility and that his first duty is to his (Collins's) family, the former Los Angeles rider being a married man.

Derkum will make his debut as a professional chaser of Time—and coin—at San Bernardino, Cal., to-morrow at a race meet comprising 12 numbers; but he is not making a wholly auspicious start. It appears that the meet is being run in the name of the Los Angeles Motorcycle Club, several members of which are sharing in the finances of the venture, but as the club did not authorize the use of its name, a very distinct undercurrent of objection has been created and explanations are likely to be called for.

Information from Southern California which reached Chairman Douglas moved him to wire Vice-President Holmes of the F. A. M. Pacific District, requesting that a representative of the F. A. M. be appointed to attend the meet, and specially to supervise the timing of Derkum's trials for records. Douglas also has sent word to the "marvel's" manager that certain things and attestations are required before records are recognized, and suggested that it will be exceedingly wise if no details are overlooked.

Something Like Non-Puncture Record.

Great Britain has produced another prodigy, a wheelwoman who has used the same bicycle fitted with the same tires for ten years and who never has sustained a puncture. She declares, too, that she has ridden them "thousands of miles, winter as well as summer."

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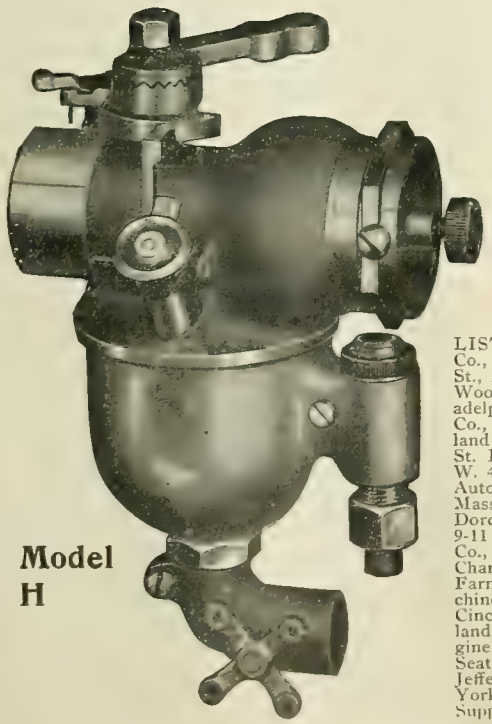
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BATTLING WITH A ROADSIDE BOGY

One of the Sort that Beginners are Apt to Meet—The Experienced One's Tale with a Triplicate Moral.

"When I was a child," began the Experienced Motorcyclist," after the lull in the conversation had been of sufficient duration to become monotonous, "I was sometimes told that the moon was made of green cheese. Though it was a startling statement, I believed it and wondered how that could be; yet, do you know, that assertion was not a bit more absurd than some of the statements that one now hears in relation to motor bicycles. In fact the only difference, so far as the question of absurdity is concerned, lies in this one thing, that the people who made the green cheese assertion knew better, while the remarkable theories advanced concerning gas engines are believed by the expounders of them.

"To illustrate my point, I'll tell you of an experience of mine dated in the not distant past. I was riding on one of the roads just outside of the city limits when I saw by the roadside, a fellow motorcyclist who evidently was in trouble. Though I didn't know him and though I was not familiar with his type of machine, a twin cylinder of foreign manufacture, I dismounted and offered my services. He said that there was little the matter—he had 'burned out' both of his spark plugs and if I could let him have two more he'd be all right.

"I looked at the plugs—they were in place in the cylinders—and the outward appearance suggested nothing wrong. They were of the porcelain type and the porcelains were whole, clean and bright and showed no crack; in fact, the plugs were brand new; so was the machine; and when he added that he was having his first ride on it, I began to small the 'green cheese' and became interested.

"'No,' he replied, 'I fed too much oil and they got short-circuited and burned out.'

"Then I was sure I had the green cheese man, but as he was a stranger and courteous, I didn't care to hurt his feelings by telling him that he was advancing an impossible proposition, so I looked about for some way of diplomatically showing him that he was wrong."

At this point the Experienced Motorcyclist paused to refill his pipe, and the Youngster at once seized the opportunity for speech.

"I can imagine the diplomacy of the E. M.," he began, "he would be about as gentle in breaking news as the laborer who was once selected by his comrades, because of his fancied diplomatic power, to notify Mrs. O'Hara that her husband had just fallen off a scaffold and been killed. Mike hastened to the former home of the deceased and rapped on the door. It was opened by Mrs. O'Hara in person.

"'Does the Widow O'Hara live here?' asked the diplomat.

"'No, but Mrs. O'Hara does,' came the gentle reply.

"'You're a dum liar,' responded the caller. 'He's dead; they're bringing him around the corner now.'"

Without seeming to notice the remarks of the Youngster, the E. M. having lighted his pipe, waited for the mirth to subside and then continued where he had broken off.

"As I say, I didn't want to tell him that he was dead wrong but I asked him to let me see the plugs. He took them out and aside from being blackened on the insulated



ends they were as good as new. I took first one of them and then the other and, disconnecting the secondary wire from the plug on my own machine, I tested them and found them both to respond all right. After this, and to be sure that there was nothing wrong with them, I put one in my cylinder and took a short ride; then I tried the other and returned to where he was waiting.

"Of course he was surprised, and then he did what I was waiting for him to do. He asked me to look his machine over and see if I could find anything out of order. Naturally I turned first to the ignition. His coils were o. k.—he had two, one for each cylinder. Then taking the stand from my machine—I always carry one that folds up on the rear stays—I got his rear wheel off the ground and having found that he had plenty of gasolene I tested for compression; it was good in each cylinder.

"Having found spark and compression, the next thing was mixture, so I turned to the carburetter. The arrangement here was different from anything that I was used to, but after a little studying I tried it out, and when I did I found his trouble; the throttle was closed—nothing more, nothing less. I opened the throttle, kicked the pedals a few seconds and the way that engine started up was a thing of joy for any enthusiastic motorcyclist. The explosions were strong and regular and there was something about them that indicated power.

"Consider for a moment that diagnosis of 'burned out' plugs. He had been riding along all right when he noticed that the motor was slowing down; not misfiring or running on one cylinder, but just plain slowing down until he came to the crest of a hill. As he started down that his speed increased, but even when going down the hill he was not traveling nearly as fast as was to be expected. At the bottom of the hill the machine almost stopped, and a hundred yards further was where I found him, and not a mote would his motor mote. Then came his examination and the conclusion that the spark plugs were 'burned out.' There was absolutely nothing to indicate spark plug trouble, and his plug statement was on a par with the green cheese bogy.

"While the moral of this narrative is plainly apparent to any one of average intelligence, I will spare our friend, the Youngster, the necessity of asking what it is by pointing it out for him. In fact, there is more than one moral to it. Always carry spare spark plugs. Don't jump at conclusions, but use sense when reasoning. And don't go alone or on uninhabited roads when taking your first two or three rides."

With this conclusion the Experienced Motorcyclist knocked the ashes from his pipe and linking his arm in that of the Youngster the two sauntered out into the night.

Carroll Cyclers Choose Official Board.

The Carroll Cyclers, of West Baltimore, one of the newer live organizations of the Monumental City, have elected the following officers and committees: President and captain, Charles H. Bokemeyer; vice-president, John Wills; secretary-treasurer, Albert H. Heiland; sergeant-at-arms, J. Charles Frazee; color bearer, Albert H. Heiland; first lieutenant, Harry Brandt; second lieutenant, J. Richardson; manager of racing team, E. Lee Riddell; directors, Albert H. Heiland, Harry Brandt, Charles H. Bokemeyer, Howard J. Disney, Charles J. Frazee, Clark Gundersdorf, John Meagher, Louis Murphy, Chester McCalister, J. Richardson, J. George Ring, Carroll Uhler, Fillmore Rogers, John Wills and Bernard J. Logue; membership and resruiting committee—Carroll Uhler, Chester McCalister and John Richardson; highway committee, Harry Brandt, J. George Ring and John Wills.

Clubs of Two Cities Consolidate.

The National Cycling Clubs of Council Bluffs, Iowa, and Omaha, Neb., respectively, have consolidated. The new organization will be known as the Omaha and Council Bluffs National Cycling Club, and it is anticipated that the club will have 300 members. The club will be divided into two squads for cross country runs, but its affairs will be conducted under one name.

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—B. P. McCORMACK, Monroe, Ga.

F. A. M. REVISES ITS RULES

New Regulations for Motorcycle Competition Include Some of Broad Scope—Important Changes Made.

Roland Douglas, chairman of the Federation of American Motorcyclists' competition committee, this week announced the adoption of the revised rules which had been submitted for mail vote to the other members of his committee, viz.: Frank Shaw, Philadelphia; Grant W. Hunter, Chicago; R. D. Martin, Kansas City, and C. C. Hopkins, San Francisco.

The new rules incorporate some sweeping changes, and represent the ripened experience of the past three years. A number of the provisions were formulated with the idea of adding to the safety of the sport; thus, women are very properly barred from speed contests; race promoters and referees are required to "try out" novices and unknown riders before permitting them to compete; brakes are required on all machines, and competitors are forbidden to look backwards or to dismount for any purpose except on the extreme outer edge of the track. F. A. M. membership cards no longer will serve also as registration certificates. Instead, the latter will be supplied them. and in order that no idea shall prevail them. In order that no idea shall prevail that the F. A. M. seeks to accumulate a surplus from its government of the sport, the registration fee for non-members has been cut in half and is now 25 cents. Similarly, the sanction fee for events to which no admission fee is charged, has been reduced to 25 cents. All registrations hereafter will expire with the calendar year.

The amateur rule has been "tuned up" and provision made for the payment of expenses under conditions which in some respects are more stringent than those imposed by the "expense rules" of the Amateur Athletic Union and the National Cycling Association; the F. A. M. stipulation will place a strong card in the hand of its competition committee in regulating competitors who [illegible] far and often.

All reference to the 110 pound weight limit has been eliminated, and the 61 cubic inches (1.000 cubic centimeters) piston displacement limitation has been substituted.

The rules relating to endurance, reliability, economy and hill climbing contests have been amplified. Under the new regulations, [illegible] longer will be possible for a tour or a century run to masquerade as an endurance contest, nor will it be possible to make use of a short, carefully selected course. Hereafter, no run will be recognized as an endurance contest which is of less distance than 300 miles, or in which less than 150 miles per day is completed; no part of the course to be repeated more than once. Arrival times must be definitely fixed and not more than 30 minutes "leeway" must be permitted. Five pounds have been added to the minimum weight of competitors in hill climbs. They now must weigh 125 pounds, and those of less weight must carry any necessary "ballast" attached to their persons and not to their machines. No restrictions are placed on gears or gearing, but not more than one rider will be permitted to use the same machine in the same event.

The full text of the revised rules, which are by far the most comprehensive yet applied to motorcycles, is as follows:

ARTICLE I.

Section 1. Any person, association or club (hereinafter referred to as the promoter) desiring to hold a contest or contests under the rules of the Federation of American Motorcyclists, other than a contest limited solely to the amateur members of a local club, first shall obtain a sanction from the chairman of the competition committee. Infraction of this rule may be deemed sufficient cause for perpetually disbarring the offending promoter from obtaining a sanction from the competition committee.

Sec. 2. The application for such sanction shall be made to the chairman of the competition committee, and shall be accompanied by a fee of $2 for each day such contest or contests may continue, or $1 per day if the motorcycle events, not exceeding two in number, form a part of a program with other sports to which an admission fee is to be charged, or 25 cents if no admission fee is to be charged. Such application shall state the name and address of the promoter, the character of the contest or contests, the date desired, the course to be used and the amount of entry fee. It shall also specifically state whether a match race or a race for a stake, wager or gate receipts is to be run, and if so, it shall give the names of the intending participants in such race.

Sec. 3. If the event is to be run on the road the committee may require evidence of the permission of the proper legal authorities.

Sec. 4. No sanctions shall be issued which will permit women to operate motorcycles, either in contests or exhibitions, or which will permit them to appear as passengers on machines engaging in speed contests.

Sec. 5. After a sanction shall have been granted no change shall be made in any of the details required to be set forth in the application for same save by permission of a member of the competition committee.

Sec. 6. Sanction may be refused or suspension be meted out to any promoter or track owner or lessee who may transgress the rules of the Federation of American Motorcyclists, or who may permit another to transgress them at a meeting under his management or on his property.

Sec. 7. The competition committee may refuse a sanction without assigning a reason for such refusal.

ARTICLE II.

Section 1. On receipt of a sanction the promoter shall prepare an entry blank, which shall contain the following details:

Signature of rider.....
Address of rider.....
F. A. M. registration number.....
Name of bicycle .....
Name of motor.....
Number of motor.....
Bore and stroke.....
Number of cylinders.....
*Piston displacement .....
Rated horsepower .....
Transmission .....
Weight of machine.....
Weight of rider.....
Best for 1 mile.....
5 miles..... 10 miles.....
When and where did you last compete....
.....
Is it strictly a stroke motor; i. e., has its bore or stroke been enlarged, or has it been provided with auxiliary exhaust ports, or has its compression been altered in any way? .....[This question is to be answered only in case of handicap races or restricted events.]

Penalty for incorrect or misleading replies or omissions, one year's suspension; for fraudulent entry, or for competing under a false name, indefinite suspension.

This entry blank shall bear on its face the words: "Under the rules and with the sanction of the Federation of American Motorcyclists." In case an entry blank shall fail to bear such inscription, it shall be the duty of entrants to make inquiry of the promoter or referee and to fully satisfy themselves of the character of the race before competing.

Sec. 2. Promoters shall exact payment in advance of all entry fees, or suffer any loss that may accrue from failure to do so.

Sec. 3. No entry shall be accepted unless all the details required to be set forth in entry blank are complied with. The acceptance of an entry under other conditions may be deemed cause for the refusal of a subsequent sanction to the offending promoter.

Sec. 4. The program shall bear upon its face the words: "Under the rules and with the sanction of the Federation of American Motorcyclists," and shall set forth the distance and character of each race, description of prizes and their value, the manner of starting, a list of the names of the officials strictly in accordance with the rules relating to same, and a list of the entrants and their numbers.

Sec. 5. Promoters may program any character of contest not conflicting with these rules. On the occasion of track races, it shall be the duty of promoters to satisfy themselves that the course is safe for high rates of speed and also to require novices or riders unknown to them, singly to demonstrate their ability safely to negotiate the track on the machines which they are entered to ride. In case of doubt of such ability on the part of any rider, promoters shall reject the entry of such rider and return his entry fees.

Sec. 6. For the use of officials, it shall be the duty of promoters to provide the necessary badges, two tapes of ample width and length to denote the starting and foul lines on the track; a pistol and a white and a red flag for the starter's use; and two megaphones. Promoters shall provide also a sufficient number of policemen, or marshals, to keep the track, rails and fences clear of spectators, and otherwise to insure safety.

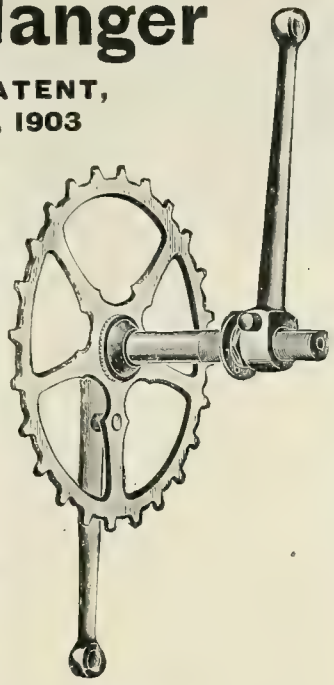
Sec. 7. Within one week after the conclusion of a contest or racemeet the promoter and referee each shall file with the chairman of the competition committee a signed copy of the program, which shall give the names of all starters and the positions of the prize winners.

ARTICLE III.

Section 1. No person shall be eligible to compete in any contest sanctioned by this organization unless he shall be registered by the competition committee. To enrolled members in good standing, the chairman of such committee, shall, on application, issue without cost, a numbered registration certificate. All applications from non-members shall be accompanied by a fee of 25 cents, and shall be made to the chairman of the competition committee, who shall issue to

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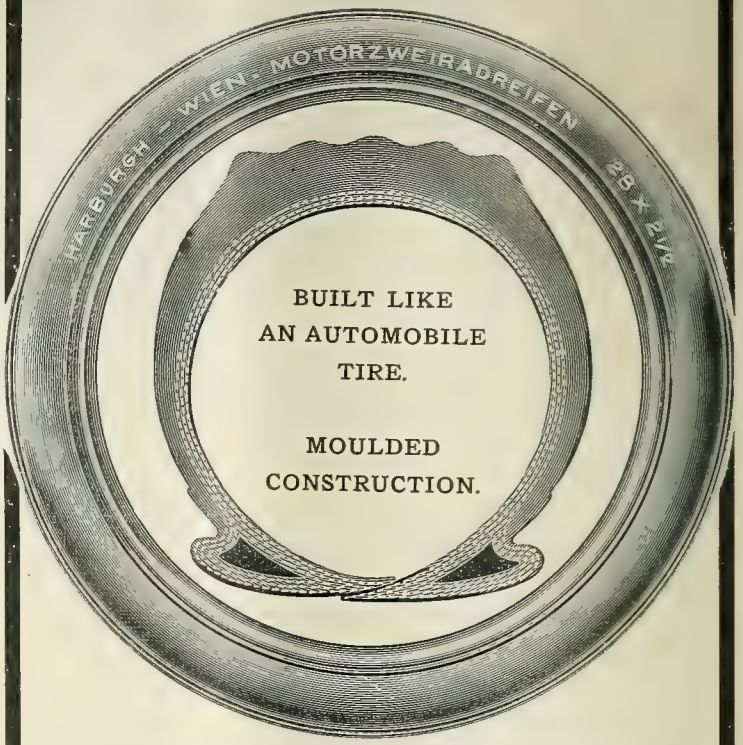
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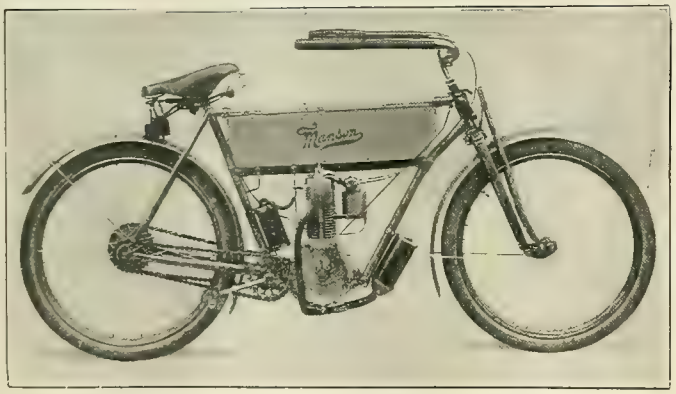
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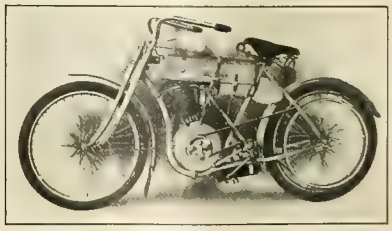
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all such applicants as are not disqualified by these rules, a numbered registration certificate.

Sec. 2. Any rider who may not have been registered by the F. A. M. may be permitted to compete by paying the amount of registration fee to the promoter and obtaining dated receipt therefor, but he first shall have signed and fulfilled the requirements of the entry blank, and any prize he may win shall be withheld until such rider shall have been duly registered by the chairman of the competition committee, to whom the promoter at once shall forward the fee and the other necessary details.

Sec. 3. All registrations shall expire on the 31st day of December each year.

ARTICLE IV.

Section 1. Two classes of competitors shall be recognized—amateurs and professionals.

Sec. 2. An amateur shall be construed to be a man who has not competed for cash, whether in the form of prizes, wagers, gate receipts or appearance money, or otherwise received financial reward for engaging in competition; who has not knowingly competed in any sport against a professional; who has not, in public or for a prize, made pace for or been paced by a professional, or who has not sold or otherwise realized pecuniary benefit from a prize.

Sec. 3. A professional shall be construed to be a man who has competed for cash, and who otherwise is ineligible as an amateur.

Sec. 4. By permission of the chairman of the competition committee, an amateur may have his reasonable expenses defrayed at reasonable periods, but such permission invariably must be obtained in advance of the racemeet or contest concerned, and application therefor must be made in writing, and must state by whom such expenses are to be paid, and such person or association or association of persons shall affix their indorsement to such application. Within fifteen days after the racemeet or contest, an itemized report of the expenses thus defrayed must be filed with the chairman of the competition committee, to the truth and correctness of which report the competitor shall certify over his own signature. Failure to file such report within the time specified shall be punished by suspension for a period of not less than thirty days. The chairman of the competition committee shall be the sole judge of the reasonability of such application and such expenses. In the event that he should refuse such application, and the competitor should, despite such refusal, participate in the racemeet or contest in question, such participation shall be considered prima facie evidence of professionalism, and the competitor shall be forthwith transferred to the professional class, and shall be punished by suspension for a period of not less than three months.

ARTICLE V.

Section 1. No motorcycle having an engine exceeding 61 cubic inches (1,000 cubic centimeters) piston displacement shall be permitted to be used in any track contest sanctioned by the F. A. M., nor shall any motorcycle exceeding this limit be used in any track exhibition, or road contest, or road exhibition, without special permission of a member of the competition committee.

Sec. 2. The referee shall have absolute power to prohibit the use of any machine which he considers unsafe, unsuitable, or of improper construction. A machine not equipped with a brake or brakes shall be deemed unsafe and unsuitable.

ARTICLE VI.

Section 1. All track contests shall be run with the left hand of the rider toward the rail.

Sec. 2. Starts may be either standing or flying. Due notice of the method must be given on the program, but in the event of failure to state the method a standing start shall prevail. Competitors shall be positioned in sequence of their numbering, the lowest number being accorded the pole.

Sec. 3. All standing starts shall be from a push-off. Under penalty of disqualification of the rider affected, pushers-off shall not overstep the foul line, which foul line shall be placed twenty feet from the starting tape, and there shall be no recall or restart—save by agreement in match races—after all contestants shall have passed the said foul line. In handicap races, there shall be no recall or restart. But when, in any race, any rider who, in the judgment of the referee, may have suffered failure to properly start through no fault of his own, or of his machine, or pusher-off, he may be permitted to start (1) in a succeeeding heat; or (2) in the final, if a heat or final remains to be decided. Competitors shall not be permitted to employ the services of more than one pusher-off.

Sec. 4. When, in the event of a flying start being employed, any competitor shall be responsible for repeated false starts, the referee may require that he be started from a push-off at the tape.

Sec. 5. Immediately after having performed their service, all pushers-off shall be required to leave the track.

ARTICLE VII.

Section 1. It shall be the duty of the leading rider to hold the pole as nearly as may be practicable. A contestant overtaking and passing another must pass him on the outside, unless the rider in front shall be so far from the pole as to render it safe to pass on the inside; but he shall be held responsible for any foul that may result. After having passed on the outside, a competitor shall not take the pole, or cross in front of the competitor passed, unless a lead of a full length has been established, under penalty of disqualification.

Sec. 2. Turning the head to look backwards in the course of a track race may be deemed cause for disqualification.

Sec. 3. In road contests, the rules of the road shall apply, and the overtaking rider should give proper signal by bell or horn.

Sec. 4. As a signal to the riders denoting the beginning of the last lap of a race, there shall be displayed by the starter a white flag; and to denote the finish, a red flag.

ARTICLE VIII.

Section 1. In track races, a rider may resort to pedalling at any time, and, unless otherwise stipulated, may change his mount during the course of a contest; provided, however, that any such remount, in the case of a handicap event, shall be of not less approximate weight, nor shall the engine exceed the piston displacement of the machine which the contestant concerned shall have entered to ride. Any competitor making such change shall, immediately after finishing and without dismounting, report to the referee in order that his remount may be inspected and approved. Failure to so report, and to obtain such approval, shall be cause for reprimand by the referee, and may be deemed cause for disqualification.

Sec. 2. Changing of machines and all dismounting and remounting for any other purpose, must be performed on the extreme outer edge of the track, and then only after the competitor concerned shall have made certain that no other competitor is closely following him. In case of the failure of a motor, or other similar mishap, competitors shall pedal or otherwise propel their machines without dismounting, to the outer edge of the track. Referees must reprimand any competitor guilty of violation of this rule and may disqualify him if it is deemed advisable to do so.

Sec. 3. No change of machines shall be permitted in a road contest.

Sec. 4. A competitor who leaves the track, or road, for any cause, must, if he desires to continue the contest, start from the point at which he stopped. In a contest run in heats, a competitor who leaves the track, or road, or is unable to continue, shall not be allowed to compete in a subsequent heat of the same contest.

Sec. 5. Under no circumstances, and not for any purpose whatsoever, shall any person, at any time, be permitted to ride a machine in the wrong direction of a track; i. e., other than with the left hand toward the pole. For committing such an offense, a referee must reprimand, and may suspend any entrant for the entire racemeet, or cause his ejectment from the grounds, or the ejectment of any other person guilty of such offense.

ARTICLE IX.

Section 1. An amateur may apply to the chairman of the competition committee for permission to effect an exchange of a prize, or prizes, and, at his discretion, such permission may be granted, but no such exchange shall carry with it household utensils, or any article of wearing apparel, nor shall these articles be permitted to be offered as prizes.

Sec. 2. Any amateur may be at any time required to produce his prizes by the competition committee, or satisfactorily to account for them, and each of them.

Sec. 3. Promoters or referees may require any entrant to produce his registration card, and to submit proof of his identity, or may withhold any prize, or prizes, pending submission of such qualification and proof.

ARTICLE X.

Section 1. The act of competing at an unsanctioned contest shall disqualify without further action of the competition committee, and such disqualification shall remain in effect until removed by formal action of the competition committee.

Sec. 2. No amateur under charges or suspension shall be permitted to compete as a professional without first having obtained the consent of the chairman of the competition committee; and without permission of a member of that committee, no amateur shall compete as such and later, at the same meeting, as a professional.

Sec. 3. For ungentlemanly conduct or wilful infraction of these rules the referee may suspend any contestant for the remainder of any meeting, and may require that any offender or any offensive attendant be removed from the grounds.

Sec. 4. For competing under a false name, or for abetting or engaging in a contest in which the result is "fixed" or prearranged, suspension shall be permanent, and no offenders shall be again permitted to compete in any contest, or to serve in any capacity whatsoever, unless reinstated by unanimous vote of the members of the F. A. M. members present at a regular meeting.

Sec. 5. No person shall be allowed to compete who has been disqualified, or otherwise debarred from competition, by any other established and recognized sports-governing body.

Sec. 6. Punishment shall be meted out by the chairman, whose action shall be subject to the majority vote of the competition committee, but for a first offense no suspension not otherwise provided for shall be for a lesser period than thirty days, or for a second offense, of the same nature, for less than one year, and there shall be no appeal therefrom.

ARTICLE XI.

Section 1. No professional shall be rein-

stated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular meeting, and no application shall be considered from any rider under suspension or charges.

Sec. 2. For good and sufficient reasons, any rider under suspension and not otherwise disqualified by these rules, may be reinstated by a majority vote of the competition committee.

ARTICLE XII.

Section 1. Protests respecting the piston displacement, weight or other qualifications of a machine, or respecting any other cause of dispute, shall be made to the referee in writing during the hours of the racemeet or contest, and must be accompanied by a fee of $2. If it be not possible for the referee to make such examination as will permit the protest to be at once decided, the rider and machine affected may be permitted to compete under protest, and any prize he may win shall be withheld pending the decision of such protest. Any competitor refusing to permit such examination shall be suspended for a period of not less than six months.

Sec. 2. Appeals from the decision of a referee may be filed with the competition committee, and each such appeal shall be accompanied by a fee of $5.

Sec. 3. All fees shall be returned to protestants in the event that their protests are sustained.

ARTICLE XIII.

Section 1. Five national championships, and no others, shall be decided annually, viz.: One mile, two miles, five miles, ten miles, and one hour, respectively, the mile and at least one other of such championships to be decided at the national meet. One each of the others may be apportioned to such districts as may apply for them after the announcement of the annual meet.

Sec. 2. Gold, silver and bronze medals struck from the original die in the custody of the chairman of the competition committee shall constitute the awards for each championship event, and payment therefor shall be made by the promoter before entry blanks shall have been circulated.

Sec. 3. Each district may, on application to the competition committee, be authorized to conduct district or State championships at similar distances, or of like duration.

ARTICLE XIV.

Sec. 1. No record shall be accepted or recognized which is made on any motorcycle having an engine or greater piston displacement than 61 cubic inches (1,000 cubic centimeters).

Sec. 2. But two classes of records shall be recognized—those made from a standing start and those made with a moving start, against time and in competition, respectively. Records made in straightaway events shall be tabulated separately.

Sec. 3. All record trials not made at an open racemeet first shall be sanctioned by a member of the competition committee, and such trials shall be timed by not less than three timers for track trials, or four timers for straightaway trials, who, with the referee and three judges, shall certify to the correctness of time and distance, such certificate to be forwarded to the chairman of the competition committee. If required, a surveyor's certificate also shall be supplied.

Sec. 4. If any record shall have been apparently broken in any trial, or in any contest, or any claims therefor shall be made and any question raised regarding the qualification of the machine used, the referee shall require that the machine employed be examined as to piston displacement in his presence, or in the presence of his accredited representative.

Sec. 5. All claims for records shall be filed in writing with the chairman of the competition committee, and shall be attested by the presiding officials.

Sec. 6. The competition committee reserves the right to designate any or all of the officials at such trials, or the referee of any racemeet.

ARTICLE XV.

Section 1. The members representing the competition committee in each respective district may designate a handicapper or handicappers, and may approve or reject the person selected by the promoter. Such approval shall be secured not less than ten days in advance of any contest.

ARTICLE XVI.

Section 1. No contestant shall be permitted to compete who is not properly attired. Long trousers, without leggings, shall not be considered suitable attire.

ARTICLE XVII.

Section 1. The principal officer of a contest shall be a referee, whose duty it shall be to exercise general supervision over the affairs of the occasion and to act as the representative of the competition committee. If need be, he shall assign the judges, timers, scorers, umpires, clerk of the course and starter to their respective positions, and instruct them as to the rules. He may require the production of sanction and of registration cards, and may require a novice, or any other entrant, to demonstrate his ability safely to negotiate the track, and when in doubt of such ability, he shall prohibit such rider from starting in a race, or he may call any unsafe rider from a race during its progress, or prohibit him starting in a succeeding event. He shall receive all protests and render decisions thereon, subject to appeal to the competition committee. It shall be his duty to enforce the rules and to send a signed and completed score card and make a full report to the chairman of the competition committee of any transgressions of the rules either by promoters, contestants or officials.

Sec. 2. There shall be three judges, whose positions shall be on or at the edge of the track, two at one end and one at the opposite end of the tape. The number of the placed men shall be taken, one by each of the three judges respectively. The decision of the judges as to the order of finishing shall be final. Finishes shall be determined by the instant of contact of the tire of the front wheel with the tape.

Sec. 3. There shall be three timekeepers, whose sole duty it shall be to accurately calculate, report and record the elapsed time of placed contestants. In the event of disagreement of the watches, two agreeing, their time shall be official. Should all the watches disagree, the middle time shall be official. In a time handicap the time shall be taken from the start of the scratch contestant.

Sec. 4. It shall be the duty of the starter, after he has been advised by the clerk of the course that the contestants are ready, to ascertain that the timers are ready and then give the signal to start by firing a pistol. He shall have control of the competitors from the time they are reported by the clerk of the course until the start has taken place. In the event of a flying start the starter alone shall have the power to decide what is a fair start and may use a flag instead of a pistol as a signal to the contestants to start, having previously warned the timers of his intention to do so. He shall be provided with the proper flags to denote the last lap, and the final of a race, and shall give signal therewith.

Sec. 5. The clerk of the course shall be provided with the names and numbers of all entrants, and for handicap races, with a transcript of names and numbers of the machines to be used by them, which it shall be his duty to verify after the men are placed on the starting marks. It shall be his duty to notify contestants to appear at the starting point in time for each event in which they are entered, and to properly position them on their starting marks. Competitors shall be positioned in sequence of their numbering, the lowest number being accorded the pole.

Sec. 6. There shall be at least three scorers, whose duty it shall be to keep account of the laps as they are completed by the respective contestants.

Sec. 7. There shall be two or more umpires, whose duty it shall be to take positions assigned them by the referee, to note carefully the progress of the contest, and be prepared to report upon claims of unfair riding by contestants.

Sec. 8. No persons other than the officials, contestants and one assistant for each contestant shall be allowed upon the track. Contestants and attendants must leave the track as soon as the event in which they are engaged has ended. The interests of safety demand it.

ARTICLE XVIII.

Section 1. No event shall be recognized as an endurance or reliability contest which is of less distance than 300 miles; in which the travel shall average less than 150 miles per day; in which the course is repeated more than once; in which controls shall be less than 25 miles apart; in which arrival times at controls are not definitely fixed, or in which more than 30 minutes are allowed as neutral time at controls.

Sec. 2. In all such contests, competitors personally shall be required to sign the checking sheets at controls, but they must not be permitted to insert their arrival times, which shall be done by the controlkeeper, or his authorized assistant, whose timing shall govern in case of dispute.

Sec. 3. In economy contests, unless otherwise stipulated in the conditions of entry, only commercial gasolene, or other fuel in general use, shall be employed. All tanks shall be filled and refilled only by authorized officials of the contest, by whom tanks and carburetter unions shall be sealed.

Sec. 4. In non-stop contests, stoppages, however caused, shall be reckoned as such.

Sec. 5. In hill climbing contests, no entrant shall be permitted to compete who weighs less than 125 pounds. All who may be of less weight shall be required to carry, secured to their persons and not to their machines, sufficient added weight to bring them to the minimum limit of 125 pounds. Such added weight shall be provided in convenient form by the promoter. The referee of a hill climbing contest shall require that any contestant whose weight may be questioned by any other competitor to verify his compliance with the conditions. Under penalty of disqualification of all concerned, the same motorcycle shall not be used by more than one contestant in the same event. Unless otherwise stipulated in the entry blank, all hill climbing contests shall be considered as being unrestricted as to the gears or gearing which may be employed.

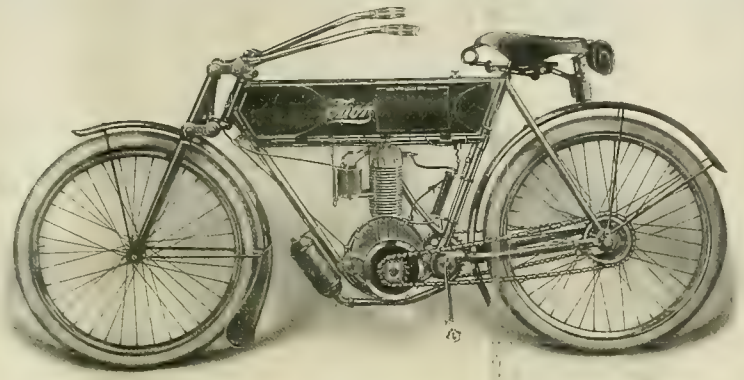
Sec. 6. In all endurance, reliability, economy, non-stop and similar contests, mufflers and brakes shall be required, and the rate of speed be based on the legal limit in effect. In all such contests, and in hill climbing contests, no change of mounts shall be permitted.

ARTICLE XIX.

Section 1. The competition committee may make any ruling unprovided for in these rules, and such ruling, when promulgated, shall be considered binding and in effect.

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Thor



Quality

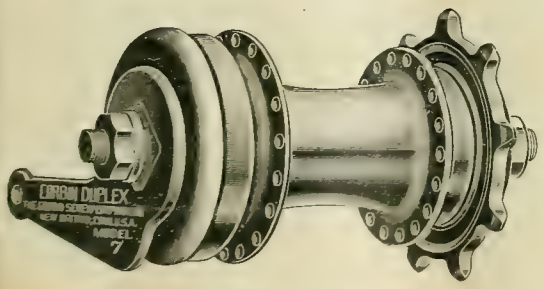
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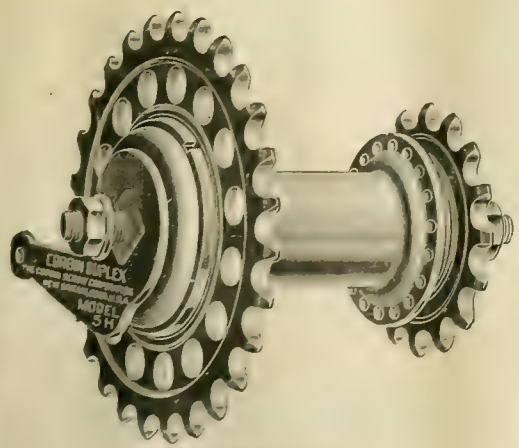
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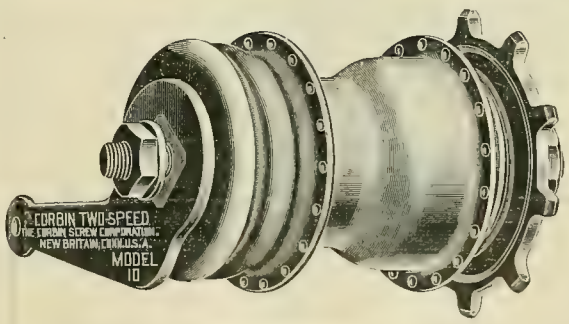
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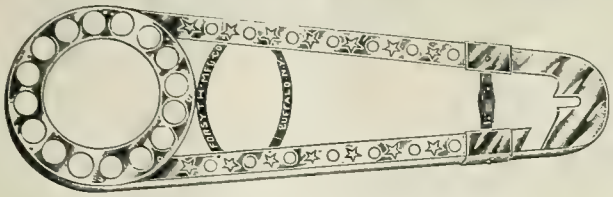
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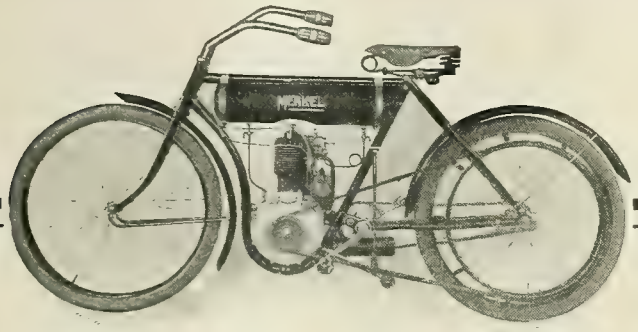
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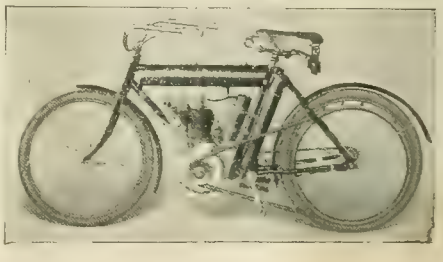
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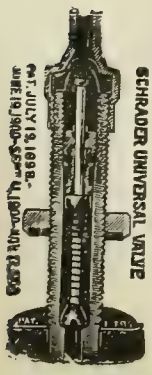


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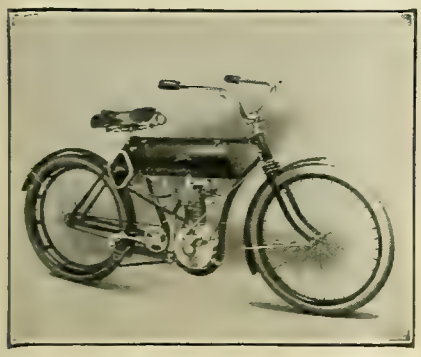
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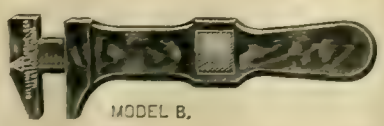
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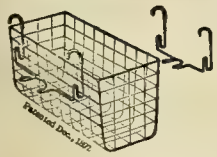
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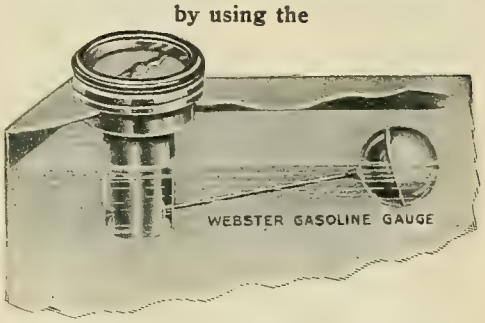
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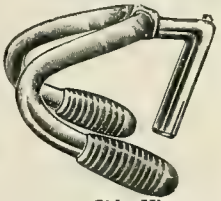


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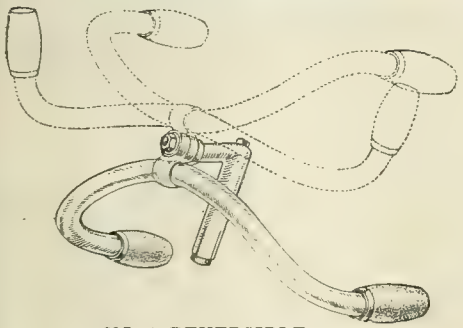


Top View.



Side View.

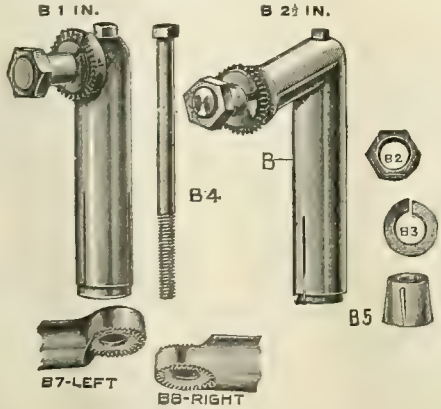
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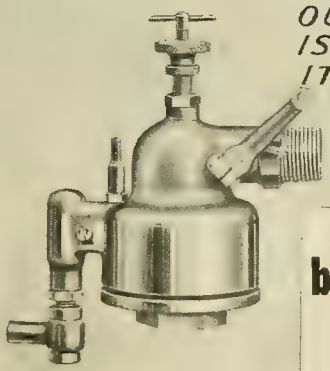
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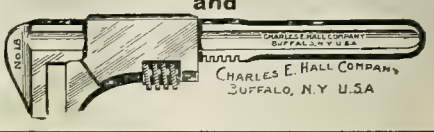
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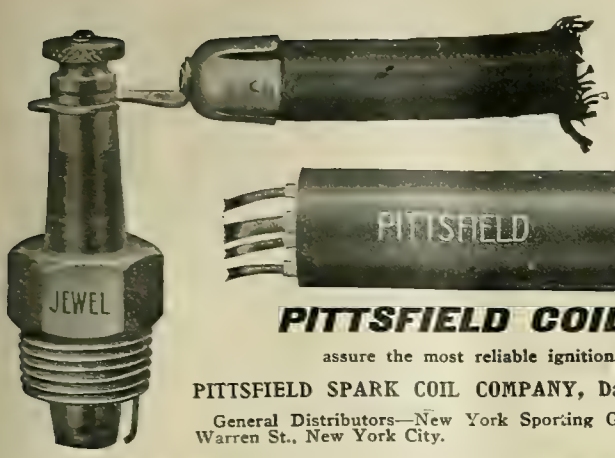
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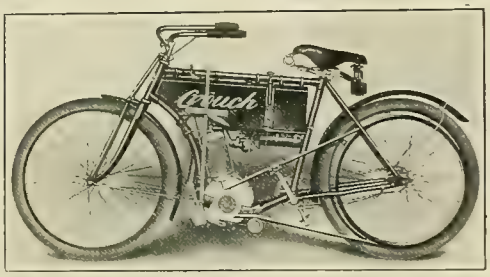
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New Oxford

If not, you are permitting a

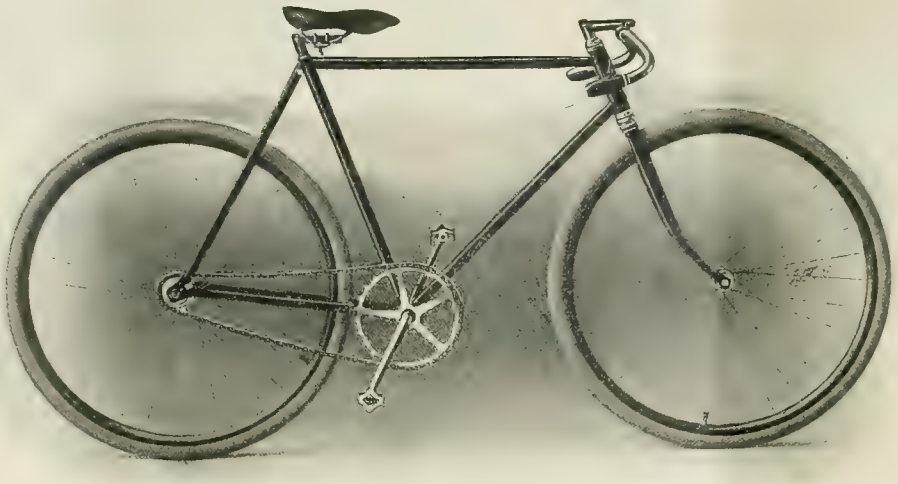
Golden Opportunity

to pass without proper notice. This is the time of the year when the call for those tires is strong and continuous and when the dealer and repairman who look beyond the ends of their noses make some of their most lasting business friendships by pushing such goods that have been proven so good and so true.

Kokomo Rubber Co., Kokomo, Ind.

CROWN CYCLE
LA PORTE, IND.

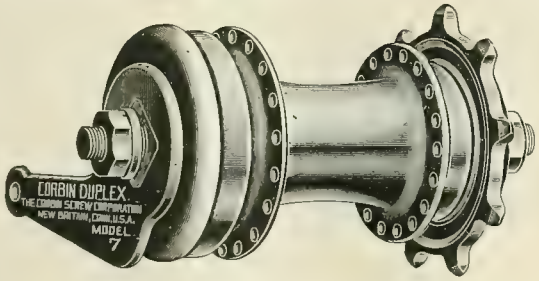
THE AGENT'S FRIEND



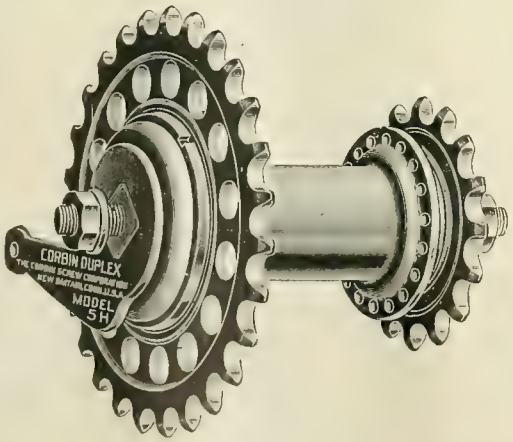
CROWN BICYCLES.

THE JOBBER'S, DEALER'S AND REPAIRMAN'S NECESSITY,
FAUBER SINGLE-PIECE HANGERS
WE MAKE AND SELL BOTH.

GREAT WESTERN MFG. CO., LA PORTE, IND.



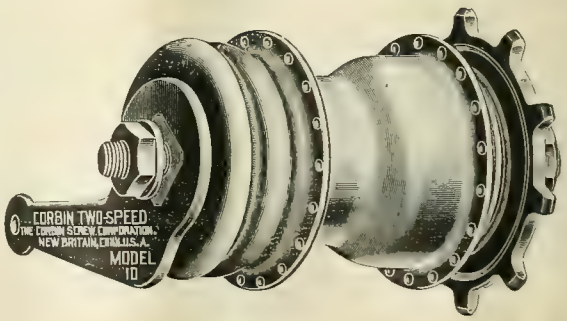
REGULAR.



MOTORCYCLE.

THE CALL FOR THE Corbin

now is increasing in volume.



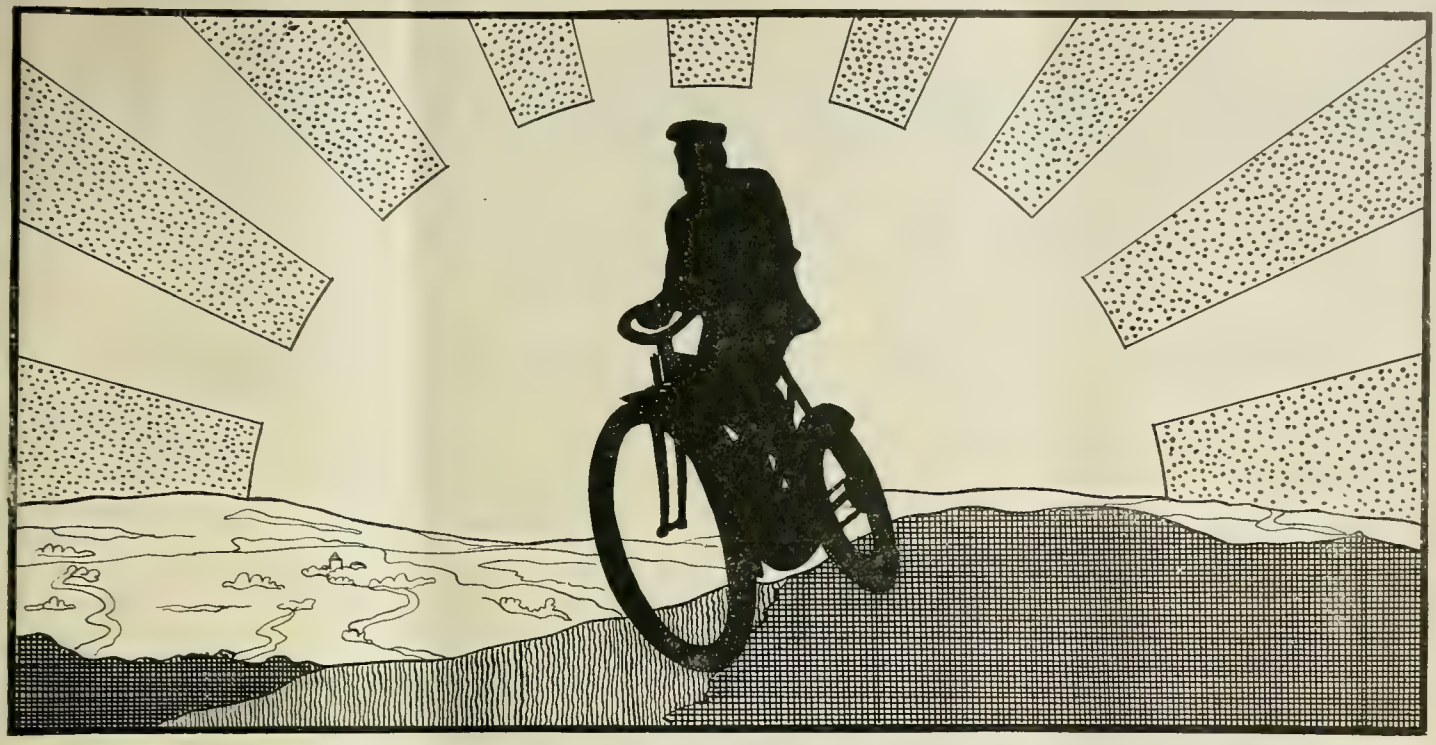
TWO-SPEED.

It's a Call That Can be Answered regardless of the form it assumes. The Corbin line of coaster brakes meets all wants; and we supply front hubs to match.

Corbin Screw Corporation
NEW BRITAIN CONN.



FRONT HUB.



Top of the World

IN QUALITY, EFFICIENCY AND ECONOMY

THE LIGHT MOTORCYCLES



3 Models to Choose from

Model A

Value $210

Price $185

We Save You $25

That's Economy

Fitted with 2¼-2¾ Thor motor, spring forks, double grip control, chain drive, combination tank, standard batteries, Empire or G & J Tires, 2¼-inch.

MADE IN POTTSTOWN, PA.

PIERCE CYCLES
TRIED AND TRUE

BEST ON THE MARKET TODAY

Pierce Bicycles are business builders for thrifty agents and when our guarantee is given, the agent can feel sure that the factory will stand behind it.

The best materials possible to procure, combined with years of experience, are put into our bicycles.

We have spent money to keep our bicycles in the position they occupy and have done much to keep up the bicycle interests by putting a strictly high-grade bicycle on the market, therefore deserve the patronage of the trade.

AGENTS WANTED **WRITE FOR CATALOGUE**

THE PIERCE CYCLE COMPANY, 6-22 Hanover Street, Buffalo, N. Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

The Product of Co-operative Labor



Careful and Experienced

Workmanship

Elegant Finish

Best Material

Sold Everywhere

EMBLEM MFG. CO., - - ANGOLA, N. Y.

REPRESENTATIVES — BALLOU & WRIGHT, Portland, Ore., for Oregon and Washington. JOHN T. BILL & CO., Los Angeles, Cal., for California. MANUFACTURERS' SUPPLIES CO., Philadelphia, Pa., for Delaware, Maryland and South New Jersey. MEREDITH & GUTHRIE, 333 Main St., Salt Lake City, Utah, for Salt Lake City and Vicinity.

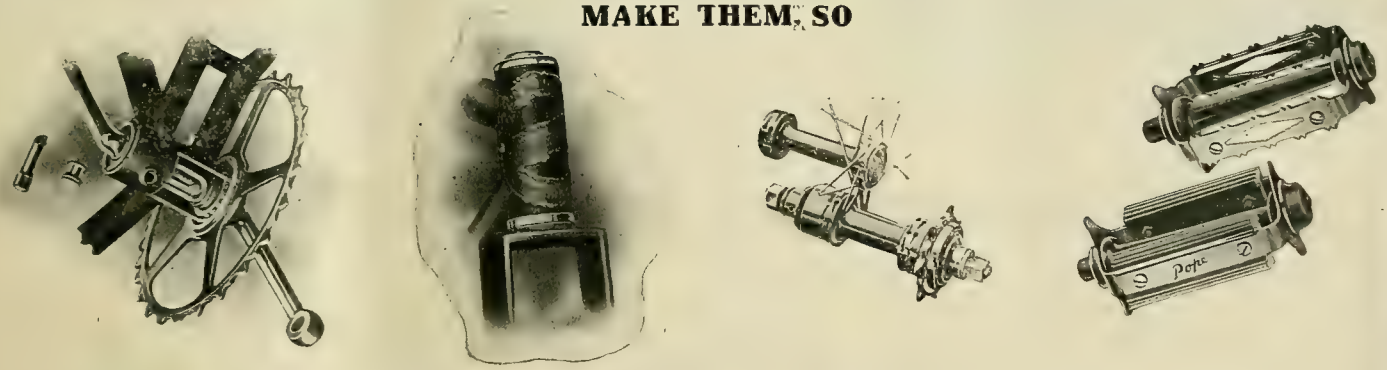
Columbia Bicycles

STANDARD OF THE WORLD



Material, Workmanship, Special Features

MAKE THEM SO



With a Columbia the user is assured of the very best service for the purpose—the racer with the light rigid sprint wheel—the man who rides for pleasure with the roadster, or the office or factory worker who daily pedals a chain or chainless.

The same care in manufacture that made Columbias and Hartfords famous, is still given them and nothing is spared to maintain the highest grade standards.

Send for catalogue to the largest and oldest bicycle manufacturers in the country that we may refer you to the nearest dealer.

Pope Manufacturing Company

HARTFORD, CONNECTICUT

NEW DEPARTURE COASTER BRAKE



SELLS BEST

BECAUSE—

Best Made
Best Advertised
Best Finished
Best in Service

THE PROOF:

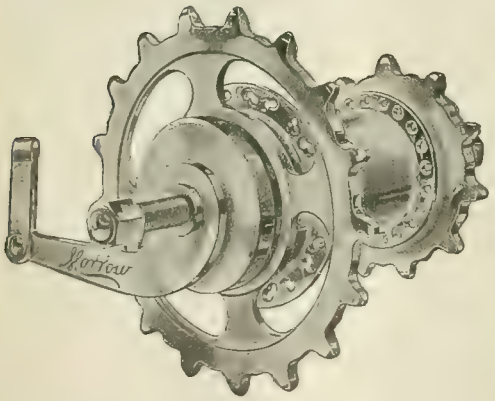
3,000,000 Satisfied Riders.

New Departures are favored by 90 per cent. of the dealers and repairmen in the United States.

Have You Heard of Our New Advertising Plan for Opening the Season?

THE NEW DEPARTURE MANUFACTURING COMPANY, King Street, BRISTOL, CONN.

THE MORROW



For Chain-Drive Motorcycles

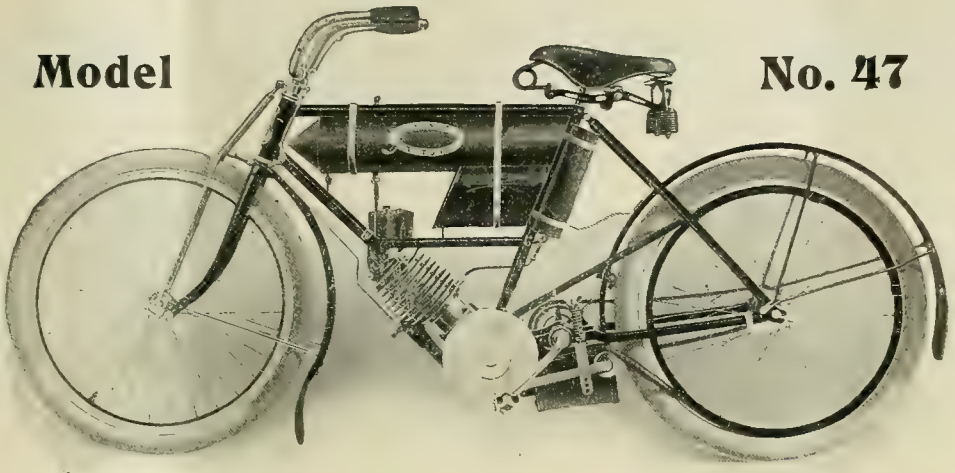
is the acknowledged leader on Bicycles and Motorcycles.

It gives each user the best of Satisfaction and Service.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

THE AUTO-BI

Model No. 47



IF YOU ONLY KNEW

about the good features of the 1908 Auto-Bi models your order would be placed now.

THIS MEANS REAL VALUE

SPECIFICATIONS

Model No. 46 Semi-Racer.

FRAME-HEAD—Drop forged, one solid piece. Special fittings throughout.
FRONT FORKS—Auto-Bi patent cushion spring forks. Extra heavy arched fork crown. Special seamless fork sides. Very heavy fork stem.
HANDLE BARS—21 inches wide, 5 inches raise. Extra heavy. Solid stem, with Auto-Bi safety expander bolt.
TIRES—2-inch Goodrich Motor, single tube tires.
RIMS—Laminated wood rims (black).
HUBS—Front, Corbin motorcycle. Rear, Corbin motorcycle, coaster brake.
TRANSMISSION—Auto-Bi patent chain and leather belt.
CARBURETOR—Auto-Bi or Breeze float feed.
SADDLE—Persons No. 2.
WEIGHT—120 lbs.
IDLER—Ball bearing.
OIL TANK—Capacity 1 quart.
GASOLINE TANK—Capacity, 6 quarts.
BORE—3½ inches.
STROKE—3¼ inches.
CRANK SHAFT—One piece solid steel, hardened and ground.
CONNECTING ROD—Phosphor bronze, adjustable.
CYLINDER AND HEAD—Cast in one piece.
MUFFLER—Extra large and silent.
FINISH—Black or Auto-Bi Red.
SPECIAL FINISH—Auto-Bi silver gray.
TOOL KIT AND TOOLS—Furnished with each machine.

Model No. 47 Roadster.

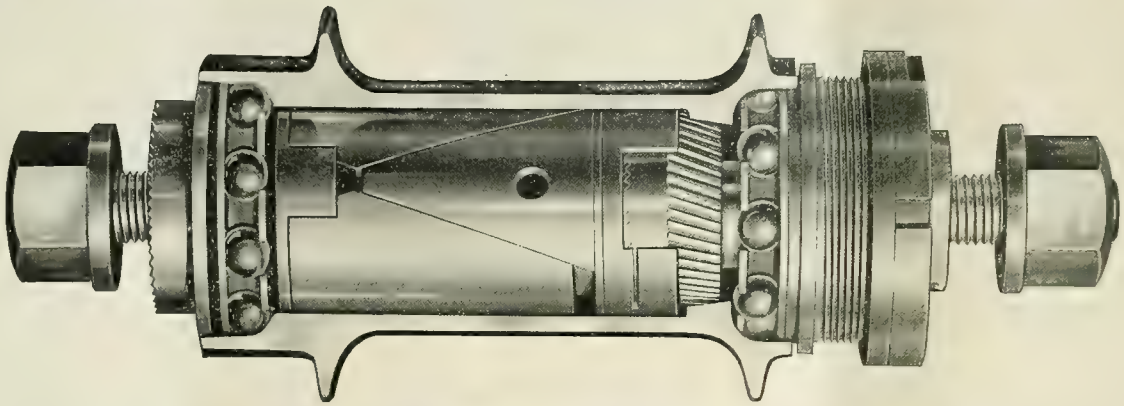
FRAME-HEAD—Drop forged, one solid piece. Special fittings throughout. Designed especially for the purpose.
FRONT FORKS—Auto-Bi patent cushion spring forks. Extra heavy arched fork crown. Special seamless fork sides. Very heavy fork stem.
HANDLE BARS—21 inches wide, 5 inches raise. Extra heavy solid forged stem, with Auto-Bi safety expander bolt.
TIRES—2½-inch G & J type.
RIMS—Hollow steel rims, nickeled.
HUBS—Front, Corbin motorcycle. Rear, Corbin motorcycle, coaster brake.
TRANSMISSION—Auto-Bi patent chain and leather belt.
CARBURETOR—Auto-Bi or Breeze float feed.
SADDLE—Persons Motor seat, double telescopic springs.
IDLER—Ball bearing idler.
WEIGHT—140 pounds.
OIL TANK—Capacity 1 quart.
GASOLINE TANK—Capacity, 6 quarts.
MUD GUARDS—Extra wide corrugated, with heavy braces.
MOTOR—3 H. P.
BORE—3¼ inches.
STROKE—3¼ inches.
CRANK SHAFT—One piece solid forged steel, hardened and ground.
CONNECTING ROD—Phosphor bronze, adjustable.
CYLINDER AND HEAD—Cast in one piece.
MUFFLER—Extra large and silent.
ENAMEL—Black or Auto-Bi red.
SPECIAL FINISH—Auto-Bi silver gray.
TOOL KIT AND TOOLS—Furnished with each machine.

We want Agents who are prepared to get busy with a live proposition.

THE AUTO-BI CO., 1453 Niagara St., Buffalo, N. Y.

"THE ARMLESS WONDER"

The Musselman Automatic Coaster and Brake



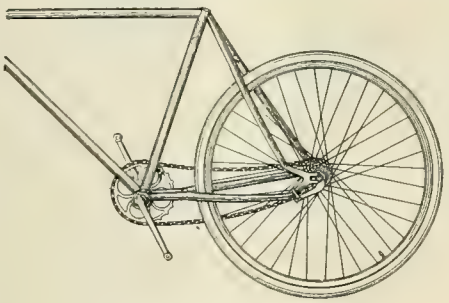
FULL SIZE CUT OF MUSSELMAN BRAKE

The Brake without the side arm.

It is the newest and best and has more positive points of superiority than all the other coasters put together.

Small in size and light in weight. It is not much larger than a barrel hub, and weighs only 25 ounces. Other coasters weigh from 45 to 50 ounces.

It is so simple in construction as to be absolutely fool proof, and any one can easily take it apart and put it together Only one half the parts are required that are usually found in an ordinary coaster brake, and there are no springs, braces, levers, etc., to get out of order and cause trouble. The brake revolves either backward or forward, and cannot become locked.



Cut of rear wheel and brake with side arm, showing bent fork.

Here is a lesson in side arm construction.

The illustration shows what the strain and locking of a coaster brake with the side arm will do to the rear fork of a bicycle. All coaster brakes, except the Musselman, are equipped with a side arm, which is absolutely necessary to them, or the coaster will not work properly. A thing of this kind is liable to happen with any side arm brake, owing to the fact that the strain is all on that part of the frame which is least able to stand it.

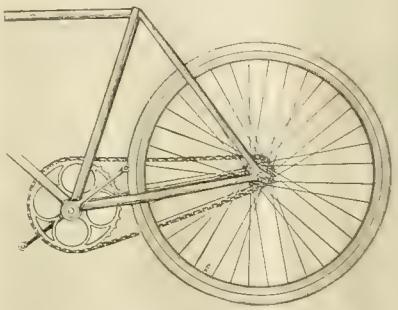
This illustration shows the Musselman Coaster Brake, and in addition to its neat appearance you will note that there is no side arm strain on the fork, and the brake cannot lock, so there is no possibility of an accident such as is shown above.

The Musselman Coaster Brake has a braking surface extending over the entire width of the Hub shell.

They cost no more than the old style side arm brakes, and sell upon sight. Every brake covered by an unqualified Guarantee.

If your jobber does not handle them write direct to us.

Descriptive circular sent Free.



Cut of rear wheel with Musselman Brake, showing no bent fork.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio, U. S. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, April 11, 1908 | No 3

READING STANDARD DOUBLY BUSY

Increasing Production and Installing New Equipment—Important Improvements of the Factory in Progress.

While the factory of the Reading Standard Co. at Reading, Pa., is working 14 hours a day, and four nights a week, as well, and has at present forty more employes than ever before in its history, each department is being reorganized from top to bottom to better utilize every inch of room and obtain the maximum production which the growth of the business has demanded. It follows that the Reading establishment is an uncommonly busy place.

Cement ground floors have been laid and beams strengthened to bear the increased weight of new machinery that has been installed, and preparations are being made to segregate the offices in a new building, which is to be erected next door to the factory, a dwelling house having been purchased and razed for this purpose. Manager Remppis reports that the volume of orders is most gratifying and is confident and optimistic to a high degree.

Standard Welding in Its New Factory.

The Standard Welding Co. has taken possession of its immense new plant at W. Seventy-sixth street and the Lake Shore tracks, in Cleveland. The plant, which has been in course of erection for several months, is of the most modern type of brick and steel construction with the "slow burning" type of floors. The main building is 450 feet long by 50 feet wide and three stories high, and the saw tooth structure attached is 75 feet wide by 450 feet long, with basement, giving 100,000 square feet of floor space. The power house is equipped with 1,500 horsepower boilers and engines. There are pumps, air compressors, etc., and the latest style of automatic stokers, coal and ash handling systems, etc. Among other things, the new plant will permit the company to add several million feet to its annual production of steel tubing.

Heath Returns from Successful Mission.

S. F. Heath, the New England distributor of Thiem motorcycles, who preparatory to opening his depot in Boston, made a wide sweep of country in Thiem interests, just has concluded that mission and returned to New England. During his long journey, which included a tour of the entire Pacific Coast, Heath visited 31 states, making use of his motorcycle wherever possible. He reports doing a fine business and that he suffered not even a tire puncture.

Hornecker Now an Illinois Corporation.

Having cut loose from the State of Indiana, in which previously it was located, and being now firmly established in Geneseo, Ill., the Hornecker Motor Mfg. Co., makers of the Torpedo motorcycles, have become an Illinois corporation. They "took out their papers" this week. The capital stock of the company is placed at $25,000 and G. J. and G. W. Hornecker and C. Blankenheim are named as incorporators.

Twin Auto-Bi to be "Something Different."

According to reports, the two-cylinder Auto-Bi, which the well known Buffalo company of that name expects shortly to have ready for the road, will be so unlike any of the "twins" now on the market that "sitting up and taking notice" cannot well fail to be general. Particulars are being carefully guarded, however, the power of the new motor —5 horsepower—being about the only detail that is public property.

Perrett to Manage New Detroit Branch.

W. M. Perrett, former manager of the Diamond Rubber Co.'s Detroit branch, will not long remain out of business. He has engaged to become manager of the Empire Automobile Tire Co.'s depot which will be established in Detroit on May 1st.

"ORDER TAKERS" AND "SALESMEN"

Johnson's Opinion of the Two Classes—Some of the Characteristics that Denote the Undesirable Type.

Fred I. Johnson, of Iver Johnson's Arms & Cycle Co., long has had some pronounced opinions regarding salesmen. He has given expression to some of them at different times, but a few days since, he put his views in concrete form and the result is distinctly instructive.

"I find that many clerks come under the head of 'order takers,' and that very few are what I call 'salesmen,'" he said. "They will ask a customer what he wants, about what price he wishes to pay, show an article or two at the price mentioned, and if the sale is made—well and good—they take the money, wrap up the article, possibly make some comment on the weather or on any handy subject that is foreign to the business, and bid the customer a pleasant 'Good day.' Such clerks are "order takers'; drop these from your pay roll and put in new men—salesmen!

"Another clerk of this class will size up a customer by the clothing he wears, and will pass out an article at a price which he thinks the buyer can afford to pay. A friend of mine told me of meeting one of these midget-brained clerks recently in a haberdasher's store. My friend wanted gloves. The clerk sized him up for a $1.50 pair and passed them out. The clerk was then called to another part of the store for a few moments and my friend selected some gloves from another box. When the clerk returned, he stated to him that these gloves were satisfactory. 'But,' said the midget-brained individual, 'those are $2.75 per pair,' with one of those glances which seemed to say: 'They are too expensive for you.' My friend retorted: 'Did I say that I would not pay $2.75?' and bought the gloves.

"I had thought that the person who

judged a man by his clothes was a thing of the past, but I find that he still exists. This clerk is not even an 'order taker'; he is a 'mistake,' and my advice is to get rid of him; he is a detriment to business.

"Other clerks will begin a sales transaction by showing articles in a cheap or medium grade, explaining all good features of the articles, and will then attempt to show the higher-priced goods, trying to explain the difference—which is a difficult thing to do, when a customer has once seen the cheaper articles and heard the arguments in their favor. This clerk is no salesman. Make this man 'come back to scratch and take a fresh start,' on the lines of salesmanship, or let him seek fresh fields.

"Salesmanship means—according to my idea—first to sell what a customer wants, but to try to induce that person to take a little higher priced article than he intended to purchase when he entered the store; it also means to attempt, in a gentlemanly way, to sell one or more articles that his customer had not intended to buy, and, instead of commenting upon the weather, and on times and conditions foreign to business, to endeavor to impress upon the purchaser, in a tactful way, that he, as a salesman, is an expert in his knowledge of the goods which he is selling, and that this knowledge is at the disposal of the purchaser; that the stock in his particular store includes everything pertaining to its line; that the goods are of an excellent quality, and that the managers of the store are connoisseurs in that line; in short, that the store of the 'John Jones Company' is the particular place where the intending purchaser should buy his goods in their line.

"The salesman never judges a caller by the clothes he wears, for his keen judgment and his experience teach him that the clothing and the pocketbook seldom match.

"Salesmanship, to my mind, is not to start 'at the bottom of the ladder and work up,' but to start at the top and work down; in other words, I believe that a salesman should produce, for the inspection of his customer, the higher-priced goods, explaining the good features of same and gradually work down until he reaches the point where the customer will make a purchase. His arguments have been made on the higher-priced articles, and it does not need as much argument for the articles of lower price. Thus the salesman has better opportunity to close the details of the sale.

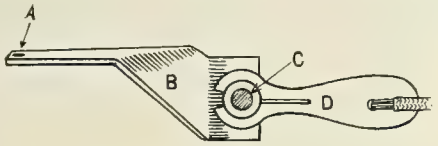
"The salesman also realizes that the volume of the business of his house will be larger, on the basis of going from the higher priced articles down than by working from the cheaper goods to those of higher price.

"The last essential which belongs to a salesman, and which covers the balance of his qualifications, is cleanliness. Cleanliness of person, habits, speech, thought, and in his dealings with customers, friends and employers; in other words, I believe that a salesman's motto should be to this effect: Be a clean salesman and give everybody a square deal."

TO PREVENT CONNECTION BREAKING

Simple Device to Overcome the Effect of Vibration—How Any Motorcyclist Can Make One.

An annoyance to which motorcyclists are more or less subjected is caused by the breaking of the wire which leads from the coil to the commutator. As is the case with most of the wire connections on motorcycles no provision is made for overcoming the effects of vibration, and sooner or later the result is a broken terminal connection. Owing to its short length and comparative stiffness, the wire from the coil to the commutator is the one which causes the most trouble in this respect. A simple method



of obviating the nuisance of the broken wire was hit upon by an ingenious motorcyclist and after adapting the scheme to his machine he was able to ride for more than a year without further trouble from this source.

While the device readily may be modified to meet the requirements of different makes of machines, the arrangement shown in the illustration was successfully used on a Rambler motorcycle, and is equally adaptable for service on the Indian, R-S and Thor type of motors.

Take a piece of annealed flat brass about 20 gauge or 1-32 of an inch thick, cut a strip about 1 inch long and ¼ inch wide. With two wrenches or with a vise and wrench, twist the brass strip, B, so that one part of the flat side is perpendicular and the other part horizontal. On one side, near the end, solder the little grooved washer, C, which snaps into and is a part of the clip, D; in the other end of the brass drill the small hole, A, close to the edge. The strip of brass may then be attached to the commutator box by means of the screw through the hole A. The wire from the coil is soldered to the clip, D, and this clip will snap on to the button or post, C, making a perfect electrical contact, but one that is not rigid and which will allow vibration, as the clip will move freely up and down, using the post as the axis.

The clip and button may be obtained for a few cents of any dealer in motorcycle supplies.

How to Remove the Cylinder.

"Tinkeritis" is not to be encouraged in the novice, or, for the matter of that, in any one. It sometimes happens, however, that the necessity arises for removing the cylinder from the engine base and as this is work which easily can be done by anyone, it often is attempted without enlisting the aid of a repair man. But even this simple work has its tricks, and one of the very important details of the operation often is overlooked, sometimes with serious results.

When the engine has been detached from the bicycle frame and the cylinder is about to be separated from the base, loosen the two nuts, that are on the bolts nearest the opening in the base, so that the two halves of the base may separate slightly and facilitate the slipping out of the cylinder. While the result of this loosening of the nuts is not perceptable to the eye, it makes a vast difference in the ease with which the work may be accomplished, and unless these nuts are loosened there is danger of cracking the base when the cylinder is returned to its place.

Mortorcycle for a Mileage Guess.

H. H. Thorp & Co., the Armac sales agents in Chicago, are conducting a mileage guessing contest. In their show window at 1221 Michigan avenue, they have started an Armac motorcycle in operation and will run it 10 hours per day for 30 days; it is provided with a cyclometer, covered and sealed. The public at large is invited to guess the total number of miles that will be registered and for the closest guess, Thorp & Co. will give a $200 Armac motorcycle.

Beginning of the Ball Bearing.

It is a common error to suppose that the introduction of the ball bearing came with the development of the bicycle when it displaced the plain and roller types then in general use. As a matter of fact, the earliest known use of the ball bearing dates as far back as 1836, when an inventor by the name of Poole, obtained an English patent covering the very principle which is now so highly regarded, but which lay dormant until it was taken up and popularized by bicycle manufacturers.

Splitdorf to Open Chicago Store.

Charles F. Splitdorf has completed arrangements for the opening of a Chicago branch at 319 Michigan avenue. It will be in charge of B. P. Houlihan, long identified with the Splitdorf establishment, and will, of course, carry a full stock of Splitdorf coils, plugs and other ignition specialties. The Brandenburg Bros. Co. also will establish a Chicago store at the same address.

Cycle Wares Wanted in India.

R. Massey & Sons, Dehra Doon, India, are in the market for bicycles, motorcycles and accessories. They recently have considerably extended their business, both retail and wholesale, and seek quotations on quantities.

The Retail Record.

Salem, Ohio.—Blackburn & King, new store at 16 Depot street.

Ayer, Mass.—Carl S. Proctor, new store in Kennison building.

TWO AND FOUR-CYCLE MOTORS

Why Power per Stroke Differs in the Two Types—Sharp Distinctions in Their Respective Action.

Because the two-stroke cycle motor, or two-cycle motor, as it is more commonly termed, is known to have just twice as many working or power strokes in a given number of crank shaft revolutions as the more common four-cycle motor, it is reasonable to suppose that it should develop just twice as much power as a motor of the latter type having the same cylinder dimensions. On this account, those who are not thoroughly familiar with all of the questions involved in the design of the two-cycle motor, frequently are at a loss to account for the fact that such is not the case, and are equally unable to understand why the two-cycle motor has not come into more general use.

Actually the two and four-cycle motors, when compared on the basis of the same piston displacement, are found to develop different amounts of power per stroke, instead of the same amount, as might be expected. As the two-cycle problem has been studied more closely during the past few years, this difference has been reduced by degrees, until at the present time it is not nearly so great as formerly. Even were the two-cycle motor to develop only half as much power per stroke as the four-cycle, it is evident that its power output would be the same, since the number of working strokes is increased by two.

Two-cycle design varies to such a degree and the difficulties attending the design of this type of motors are so great, that it is practically impossible to state what the difference in power between the two types is likely to be. In fact, it is a great deal easier to see why the difference should exist, than to predict its absolute value in terms of horsepower.

In order to understand why the two-cycle motor commonly falls short of its expected mark, it is necessary to trace out its cycle in detail. Commencing with any given upstroke of the piston, a charge of gas is inducted into the crank case in exactly the same way that the charge is usually drawn into the cylinder of the four-cycle motor on the so-called suction stroke. As soon as the piston commences to descend, it causes the gas to be compressed in the crank case, but only to a comparatively low degree. By the time the piston reaches the end of its down-stroke, it uncovers a port in the cylinder wall, leading from the crank cases, when the tension of the gases imprisoned there is sufficient to force them up into the cylinder.

Entering the cylinder, the gases are immediately deflected upward toward the combustion chamber at the top, by striking against a vane which is mounted on the upper side of the piston. The charge is thus admitted at a single blast, as it were, and by the time the piston has moved far enough to close the admission or transfer port, the cylinder is completely charged. From that point until the end of the upstroke, compression is carried on in the regular manner. At the end of the compression stroke the charge is fired and expansion follows in proper sequence.

As the piston descends, it uncovers not simply the intake port already mentioned, but also another and exhaust port on the opposite side of the piston. This port is uncovered a little ahead of the intake, and the exhaust of burnt gas takes place with almost instantaneous rapidity, reducing the cylinder pressure to practically that of the outer air by the time the intake port is uncovered. At the time the fresh gases are admitted for the following charge, the cylinder is practically filled with exhaust gas at atmospheric pressure, a portion of which is still flowing out through the open exhaust port. The purpose of deflecting the in-coming charge toward the top of the cylinder is at once apparent. It prevents the contents of the cylinder from mingling, and tends to create a swirling action which drives out the remainder of the exhaust gas before the piston has risen sufficiently to close the port once more, thus leaving the fresh charge as nearly pure as possible. This cycle as explained, is repeated on every down and up stroke of the piston, developing one impulse for every revolution of the crank shaft.

Two sharp distinctions between the action of the two-stroke and four-stroke cycles, are at once apparent. Considering the method of charging the cylinder with explosive gas, the four-cycle motor devotes a whole stroke to the operation, followed by another whole stroke during which the charge is compressed. The two-cycle motor, on the other hand, is compelled to receive its full charge while the piston is at the end of its down stroke. Furthermore, the charge as it enters must, to a certain extent at least, clear out the remnants of the old charge and thus be robbed of some of its energy. This, in turn, tends to limit the amount of the charge taken in.

In the second place, where the four-cycle motor has practically a full stroke for the ignition and expansion of the gas, and another full stroke to clear the cylinder, the two-cycle type is compelled to perform both these operations in the course of a single stroke. In order to accomplish this, moreover, it is necessary to place the exhaust port in such a way that the piston will uncover it before it has completed its stroke, and before the intake or transfer port is uncovered, so that the effective stroke is really less than the full travel of the piston by an amount corresponding to the length of the exhaust port. Thus the motor having a 2½-inch piston stroke and an exhaust port ½ inch long, has its effective working stroke reduced to 2 inches, to all intents and purposes.

In other words, because of the limited time permissible for receiving the charge, and later for expanding it, the two-cycle motor actually handles a smaller volume of gas, and gets less power proportionately from the amount actually used, than the four-cycle motor of the same bore and stroke. These difficulties are inherent to the type, and apparently must remain so indefinitely. Yet though they are sufficient to prevent the two-cycle motor from attaining an output exactly double that of the four-cycle motor of corresponding dimensions, they need not prevent its approaching that figure pretty closely where the design is properly carried out. Because of these difficulties, also, the two-cycle motor is less efficient—produces less power from the same quantity of gasolene, in other words—than the four-cycle.

This question of power in relation to piston displacement, is entirely apart from considerations of smoothness of driving effort or torque; from the question of smoothness of operation under throttle control; and from the questions of weight per horsepower produced, and of cost to build and to run. Doubling the number of impulses without increasing the speed, must inevitably produce a more uniform driving effort. Increasing the power without increasing the weight also is an advantage, as is the reduction in the number of parts which is brought about in two-cycle design. At the same time the question of fuel economy, and the certainty in operation which are the most striking features of the four-cycle motor, argue strongly in favor of its use, while the two-cycle motor, though a most attractive proposition, remains to be developed to its highest point.

Ovington Obtains a New Pump.



Those who have lived through the harrowing experience of trying to inflate a large motorcycle tire with the diminutive pump usually found in the average tool kit, are well prepared to appreciate the new "Ovico Giant" motorcycle pump, which is the latest addition to the list of Ovico specialties, produced by the Ovington Motor Co., New York City. This device is not an imitation, nor a toy, but a full-grown and useful tool, 18 inches long, 1 inch in diameter, and weighing 11 ounces. It is made entirely of brass, nickeled over all, and possesses all of the several features which go to give a pump a good name. As is usually the case with devices of this type, the hose connection telescopes inside the handle when not in use, leaving a plain and inconspicuous exterior. The nipple is made to fit either American or foreign valves. Suitable clips for attachment to the frame are included in the outfit.

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ISTHMIAN CANAL COMMISSION
WASHINGTON OFFICE

LIEUT. COL. H. F. HODGES,
Corps of Engineers, U. S. Army,
CHIEF OF OFFICE.

March 24, 1908.

The Reading Standard Co., Reading, Pa.

Gentlemen:--The Model D, Twin Cylinder, arrived yesterday, but I did not try it until today. Naturally I expected a fine machine but was surprised to find that it exceeded my fondest expectations. I consider it the cream of motorcycles, and do not doubt it will live up to it.

Wishing you every success, I am

Very respectfully yours,

(Signed) Thomas O. Wansleben,
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FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 11, 1908.

The Annual Spring Number of the Bicycling World and Motorcycle Review for 1908 will bear date April 25th. It will be fully up to the standard of previous years, more than which it scarcely is necessary to say. It will be designed not merely to interest active riders, but to promote interest in cycles and motorcycles wherever a copy may go.

Making Enemies for Motorcycling.

The parade on Tuesday night last which formed a feature of New York's automobile carnival, enabled less than a dozen motorcyclists to demonstrate for the benefit of perhaps 100,000 spectators, how a motor bicycle can be made to play the part of a public nuisance.

The police were so busily occupied with the immense crowd that their enforcement of the speed law was very much relaxed. As a result, motor cars and motorcycles scooted up and down Broadway at a pace which would not have been tolerated at other times. But while the passage of the big cars was marked merely by a not unpleasant whirr, most of the little motorcycles were accompanied by Gatling gun suggestions. Their riders seemed to imagine that the irritating noise created by their open mufflers and by the quick opening and closing of their exhaust valves was as agreeable to others as apparently it was to themselves. They liked it so well, that they made several circuits of the route before the long-delayed parade began to move. If, therefore, there are many thousands of New Yorkers who, more than ever, are convinced that "motorcycles are such noisy little things"—an unfortunately too general opinion—the thoughtless and clownish antics of a few half grown boys and men are responsible.

How the many can be made to suffer for the antics of a few and how the open muffler contributes to that effect, was also demonstrated on Sunday last, which practically marked the beginning of the outdoor season in New York and vicinity. A notorious Brooklyn scorcher of prominence, who ought to know better, but who apparently likes noise as well as he likes speed, turned loose himself and an unmuffled friend. They paid no heed to police or common decency, but left a trail of dust and noise and angry policemen behind them. As a result, practically every decent and half-decent motorcyclist who traveled the same route were held up and warned by the bluecoats, some of whom frankly admitted that their attitude was due to the miscreants who unfortunately escaped their clutches. It is due directly to this incident that the New York Motorcycle Club this week passed a resolution forbidding the use of unmuffled machines on its runs.

The efforts of officials of the Federation of American Motorcyclists to close the mufflers in New York City have so far proved abortive. The alderman to whom the ordinance was entrusted claims that he has been blocked by the law committee, which holds that the city cannot enact such an ordinance without violating the State law. The effort, therefore, has shifted to the legislature.

The Bicycle and the Carriage.

Whatever allowances may be made for writers on the daily press who discourse thoughtlessly of the "passing of the bicycle" and similar rot, it is reasonable to expect better of the men attached to trade publications. But some of these expectations, at least, are vain.

Thus, a carriage journal, with an automobile appendix, in seeking to defend the automobile industry finds it necessary to employ the old libel against the bicycle trade. As proof of undiminished interest in automobiles and as proving that the state of the industry is not to be compared with the bicycle business, the publication in queston cites the fact that 30,000 people turned out to witness the start of six automobiles in a race from New York to Paris.

It is a fairly safe conjecture, however, that if a powerful newspaper promoted and boomed a similar race between six bicyclists, or six monkeys, for that matter, just as many spectators would be attracted; and it would not prove that the demand for either bicycles or monkeys was either healthy or otherwise. Properly aroused, the public will turn out in numbers to witness anything in the nature of a free show.

If they are not aware of the fact, carriagemen ought to know that the bicycle has not "passed" any more than carriages have "passed." As a matter of truth the two industries are about on a parity. The bicycle now is as much of a staple product as is the carriage. It is bought and sold in the same way. The industry long since ceased to be a boom industry. It no longer depends on fizz and fireworks and popular frenzy for a market. It is high time that men who write for public prints fully realized the truth of the situation.

Periodically, some one in Great Britain "discovers" that America did not contribute one important invention to the development of the bicycle. For about the seventeenth time, more or less, the "discovery" again has been made by the Irish Cyclist. Every thing from ball bearings to pneumatic tires and even coaster brakes—which latter a few Amercans foolishly fancied originated on "this side"—were contributed by Great Britons or greater ones. The only thing standing to the credit of America is the wood rim, and, of course, that's no very "great shake." Why do not these "discoverers" make a clean sweep while they are about it? Wood preceded Adam's boyhood, and wood rims were used on wheels —wagon wheels—in Great Britain—quite a few hundred years before an American set eyes on a bicycle.

"Enclosed find post office order for $2 to renew my subscription for the Bicycling World. I enjoy it almost as much as I do my Indian."—Wells Le Fevre, M.D., Pine Bluff, Ark.

CORRESPONDENCE

About the Lag of the Coil.

Editor of the Bicycling World:

It is an old and trite saying that "a fool can ask questions that a wise man cannot answer," and likely there is some truth in this in a way, but if the wise man is sufficiently wise, he can readily make such answer as may be easily understood by a person having sufficient capacity to absorb the same. There must be, however, well defined and obvious limitations to the wise man's ability to explain an abstruse problem to a tyro, for the reason that one's vocabulary of simple terms and expedients become exhausted before the object is attained; due, largely, to the mental unpreparedness or capacity of the subject.

As regards the, to me, many blank pages of mystery concerning what takes place inside of a two-stroke cycle or a four-stroke cycle motor in operation under its own power, coupled with the complexity of the several forms of ignition, the knowledge of and care necessary to keep these in proper working order, I have to thank the Bicycling World and similar papers for which I subscribe. I read the various articles with a view to understand them quite fully and while I meet with a fair measure of success, I frequently find I lack the elementary rudiments necessary to a fair understanding of the matter under discussion.

In a recent issue of the Bicycling World there appeared a fine article on Heinze's system for testing coil performance, etc., Fig. 4 illustrates a modified model of a gas engine arranged to test the lag of coil. With timer set so that spark passes when piston is on dead center and engine then speeded up to 1,000 r.p.m., it is found that spark is ninety degrees late as indicated on crank circle, and that piston has traveled about ⅝ of its downward stroke when spark passes. At 2,000 r.p.m. it can be conjectured that due to lag of coil, spark would occur when crank had reached 180 degrees and when piston was at bottom of its working stroke and exhaust valve had opened. Manifestly, the only way to run this engine would be by some outside power. I have an engine that will run at 2,500 revolutions on its own power, but I will not bring this higher speed into the question as I have the dummy engine in a sufficiently bad predicament already, so far as running on its own power is concerned. I left the dummy sparking on 180 degrees and running without compression. As it is said to require several thousand more voltage or electrical pressure to bridge the gap at plug under 70 pounds compression, how would this actually or theoretically affect the time of the passing of the spark? Would this not create a little more lag by reason of banking up the current at one side of the gap until sufficient pressure had accumulated to overcome the resistance?

Of course the amperage of the batteries might be a factor to consider but we can allow them sufficient power only to create an induced current that will at all times bridge the gap. Under these very favorable conditions, what would be the answer? Before taking up spark advance, which is all we have to offset the unaccountable behavior of this motor, let us consider one other factor usually allowed by most writers as one to be reckoned with, namely: Time required to fully ignite the compressed charge. Is this a retarding factor (it is so considered by some of the ablest experts) and if so, will it add 10 or 20 degrees or more to our 180 degrees allowed for lag of coil, even if we do not allow a further lag for sparking under compression. Now you can see why I did not take 2,500 r.p.m as a basis; if I had done so, the piston would have beat me out and started on the suction stroke you see.

From the experiments made with the dummy, it was shown that at 1,000 r.p.m. the spark could be advanced only ten degrees to offset the 90 degrees late firing due to lag of coil alone and so I am allowing 20 degrees of advance for my speed of 2,000 r.p.m., and this ignites the charge at about the time the exhaust valve opens.

It is not my purpose to ridicule the article, from which I quote, but to show you a line of reasoning common to a lot of us and to make manifest that there are a lot of things about an engine that several of us do not know.

E. M. ESTABROOK, Bangor, Me.

[Supposing it to be the case that at 2,000 r.p.m. the lag of the coil in question amounted to 180 degrees, and that compression and the element of time consumed in firing the charge both contributed to a still greater lag in actual practice, it still would be possible to run the engine under its own power, both regularly and consistently. Instead of making contact at the timer when the piston was on dead center, as was done with the dummy engine in the case in point, the contact would be made something more than 180 degrees earlier, and the actual explosion would occur at the proper moment. In other words, an excessive spark advance would be necessary to fire properly with such a coil. The fact that the contact was made at the beginning of compression, say, or even during the suction stroke, would not interfere with the action of the spark, any more than the lag of a telegraph receiver and relay instrument interferes with the transmission of messages in the Morse code. In common practice, while the operator in New York is "reading" any given word of a message, his fellow operator in San Francisco, may be ticking off the letters of the next word, or even the second following. The intervening letters are in transit meanwhile; that is all.

The illustration in point was that of a vibrator coil, probably also one of very slow action, such as might be used on stationary motors running at slow speeds. The result represents an exaggeration of what actually occurs in common practice even with vibrator coils, and actually is far in excess of the lag which occurs with the non-vibrator type of coil such as is used on motorcycles. That this is so, is plainly evident from the fact that the commutator is not arranged to advance by any such exorbitant amount. If so great a lag existed, it would have to be quite overcome by a corresponding amount of advance, or else the spark would occur sometime during exhaust, and the motor would not run. This much is self evident.

The "explanation" is contained in the article above mentioned. Mr. Heinze himself explains that the great amount of advance shown to be necessary by the dummy engine, is required "to overcome the enormous lag of vibrating spark coils; but no such advance is possible with the magneto, for the secondary spark takes place at the moment of the primary current interruption. The only lag present is magnetic, and there is none in the contact, for the mechanically operated contact breaker in a magneto increases in speed with the engine." The non-vibrator coil of the motorcycle type, closely resembles the magneto in this particular respect, and its lag is small compared to that of the vibrator coil. The necessity of advancing the spark is thus confined chiefly to the object of obtaining the maximum pressure as early as possible in the stroke, and of counteracting the element of time lost in firing the charge.]

COMING EVENTS

May 3, Valley Stream, N. Y.—International Cycle Association's first annual 10-miles road handicap; open.

May 3, Camden, N. J.—Stroud Wheelmen's fourth annual 60-miles road race to Atlantic City; open.

May 10, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 10 miles handicap road race; open.

May 17, Belleville, Ill.—Bicycle and motorcycle race meet at Priester's park.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

MOTORCYCLE
BICYCLE
AUTOMOBILE
RACES

Sunday, May 17th, 1908, at
PRIESTER PARK, BELLEVILLE, ILL.
Entry Blanks on Application
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JOS. C. DRYER, 1810 N. Grand Ave., St. Louis, Mo.

DERKUM FAILS TO BREAK RECORDS

Soft Track Handicaps San Bernardino Motorcycle Meet, but Events Prove Exciting—Big Crowd Attends.

Notwithstanding the track was soft, precluding the possibility of making records, the motorcycle meet at Association Park, San Bernardino, Cal., Sunday last, 5th inst., promoted by his manager, and at which Paul Derkum made his debut as a professional, furnished exciting sport and produced fast going, considering the track. A crowd much larger than was expected, numbering about 3,000, was in attendance, nearly one hundred of this number riding up from Los Angeles on their machines. Redlands and Riverside also furnished a large quota of the spectators.

P. J. Q. Derkum was billed as the attraction, and although Derkum rode with his usual daring in several exhibitions, he was unable to break any records on account of the soft track. His fastest time was made in the mile record trial, caught in one minute flat. His two mile exhibition was covered in 2.01, and he went five miles in 5:21. His machine did not work properly in the ten miles exhibition and Derkum was forced to retire after riding four laps in 4:21.

Los Angeles riders carried off most of the prizes in the open events, although Lee Richardson and H. W. Smith, both of Redlands, finished in front in the five miles for fully equipped, and the five miles for single cylinder stock machines, respectively. Albert Earheart of Los Angeles caught the fancy of the crowd by his daring riding in each event. The special handicap, at five miles, for those who had qualified in the other events, proved the most exciting event on the card, Earheart winning after a running fight all the way with Lee Richardson. Risden, of Los Angeles, was third. The summaries:

One mile bicycle special for messenger boys—Won by Tom Rose; second, Charles Johnson. Time, 3:03.

Five miles for single cylinder stock machines—Won by H. W. Smith, Redlands, 3¼ Harley-Davidson; second M. J. Graves, Los Angeles, 2¼ Indian. Time, 6:51⅗.

Five miles for single cylinder machines—Won by M. J. Graves, Los Angeles, 2¾ Indian; second, A. Earheart, Los Angeles, 2¼ Indian; third, I. Knapp, 2¼ Indian. Time, 7:12⅘.

Five miles for fully equipped stock machines—Won by Lee Richardson, Redlands, 3¼ Harley-Davidson; second, C. W. Risden, Los Angeles, 2¾ Indian; third, A. Earheart, Los Angeles, 2¼ indian. Time, 6:32⅖.

One mile exhibition—By P. J. Q. Derkum. Time, 1:00.

Ten miles for multiple cylinder machines—Won by A. Earheart, Los Angeles, 4 horsepower Indian; second, T. Parmalee, Los Angeles; third, D. Galloway, Long Beach, 4 Indian. Time, 12:05.

Ten miles Australian pursuit—Won by C. W. Risden, Los Angeles, 3 Indian; second, Lee Richardson, Redlands, 3¼ Harley-Davidson; third, A. Earheart, Los Angeles, 2¼ Indian. Time, 13:03⅕.

Two miles exhibition—By P. J. Q. Derkum. Time, 2.01.

Five miles exhibition—By P. J. Q. Derkum. Time, 5:21.

Ten miles exhibition—By P. J. Q. Derkum. Quit at 4 miles in 4:21.

Five miles handicap, special—Won by A. Earheart, Los Angeles, 4 Indian; second, Lee Richardson, 3¼ Harley-Davidson; third, C. W. Risden, Indian. Time, 6:09⅘.

Motorcycles in Carnival Parade.

Three tricycles, or tri-cars, and two motor bicycles "butted into" New York's automobile carnival parade, which occurred on Tuesday night last. One of the bicycles was ridden by T. K. Hastings, who played the part of an aide; it was unadorned save by its rider. The other was used by the courier or outrider of the "king" and closely followed the latter's car. The rider was in costume and his machine was embellished with flowers and bunting and ingeniously illuminated wth red, white and blue electric bulbs. One of the tri-cars, the F. N., operated by E. L. Ovington, also was illuminated by 20 electric bulbs, the light being generated by a Witherbee battery. Two staffs, from one of which flew the Stars and Stripes, and from the other the Belgian flag, each were topped by a bulb. The frame of the machine was wound with flags of all nations and studded with the electric bulbs. M. T. Sullivan made a striking show with an Indian tri-car ablaze with an arch of lights and with a young woman as a passenger seated beneath a fixed white umbrella from which strings of flowers were pendant. A. G. Chapple, captain of the New York Motorcycle Club, operated the third tri-car—a white N. S. U. Chapple and his companion both were attired in white to match the finish of the machine.

Second Motorcycle Club in Boston.

The Massachusetts Motorcycle Club has been formed in Boston with these temporary officers: A. A. Hoyt, president; Guy M. Greene, vice-president; G. M. Leghorn, treasurer, and Dr. C. E. Smith, secretary. The club will conduct a century run from Boston to Worcester and return on Patriots' Day, April 19th; souvenirs will be awarded all who complete the distance.

Motorcycle Exemption Again Assured.

The fruits of F. A. M. effort are again apparent in the new automobile bill just introduced into the New York legislature, the purpose of which is to tax motor cars according to weight, $5 per year being the minimum fee. The clause exempting motorcycles, which the F. A. M. four years ago had inserted in the existing law is repeated in the new measure.

SHERWOOD LOSES INITIAL RACE

Defeated by Jacquelin in His Parisian Debut—His Race Puts the Frenchman on His Mettle.

It is unfortunate that it should have rained on Sunday, March 26th, the day Charles A. Sherwood, the American ex-amateur champion, made his European debut as a professional match rider. Had it not rained Sherwood doubtless would have made a better impression, for the weather placed him at a big disadvantage. On that day Sherwood met Edmund Jacquelin, rather a big proposition for his initial attempt, and while the outcome was not doubted, as nearly every one conceded the victory to Jacquelin, the American might have had a better chance had it not rained. When Sherwood reached Paris several weeks ago he immediately went into training on the Buffalo velodrome which is the outdoor track, as the Velodrome D'Hiver the indoor saucer, was due to close in another week. Therefore he expected to meet Jacquelin upon the outdoor track. On Thursday, the day of the meet, it rained, and the scene was hurriedly shifted to the indoor track, which Sherwood had not ridden upon before. For that reason it is not surprising that he was visibly nervous when he got up alongside Jacquelin for the first heat; it would have been more surprising if he was not nervous.

In the first heat Jacquelin took the lead for one lap and Sherwood, who had been advised to ride the race from the front and try and prevent Jacquelin from jumping, went up front in the second. At the bell Sherwood began to unwind in earnest, with Jacquelin close behind. In the last hundred yards the Frenchman began his attack and drew alongside. Sherwood responded with a hard sprint, but was unable to nose ahead of Jacquelin, who won by a length.

In the second heat Jacquelin set the pace until the bell, when he rode high on the banking, preparatory to making a lightning jump. Before he had the chance, however, Sherwood ducked through on the pole and started for home. Jacquelin was taken unawares and before he could recover at the audacity of the American, Sherwood had opened a gap of three lengths. The Frenchman was not undaunted, and after a hard sprint he caught Sherwood. Both men held a finishing sprint and Jacquelin had to ride all in to win, getting the decision by only half a length.

B. de Guichard, a crack pace follower of several years ago, has returned to America after a two years' sojourn in Paris, where he conducted a restaurant. De Guichard says that he intends to get in the game again and will begin training under the tutelage of Charles Turville. At present the former French crack is visiting his father in Providence, R. I.

HOW SPORT MIGHT BE STIMULATED

An Enthusiast's Scheme for a Hundred Miles Relay Inter-club Road Race—He Outlines a Plan.

"I've got a great scheme, simply out of sight!" cheerily said the Enthusiast as he breezed into the sanctum unannounced with the first warm breath of spring this week.

"Huh," grunted the Pencil Pusher, without looking up. He was busy preparing a schedule of campaign runs for the cycling corps of the suffragetting Progressive Woman's Suffrage Union and didn't want to be bothered. Besides he remembered the last visit of the Enthusiast, when he wanted to organize a bicycle race from New York to Paris, via Alaska, and was even willing to wager his entire winter's savings, amounting to $14.53, to say nothing of 750 cigar certificates which can be cashed in for 66 cents per hundred, that the bicyclists would reach Paris before the automobilists who are now making the trip. Therefore the Pencil Pusher may be pardoned if he did not greet the Enthusiast in anything like an effusive manner.

"Yes, Sir! This is a good idea and now is the time to begin to work on it."

It was plain that the Enthusiast was not to be denied, so the suffragette cycling corps schedule was laid aside. The Enthusiast selected the most comfortable chair in the office.

"What I would like to see is more real competition between clubs in road races," he began. "Not that there isn't sport in watching or riding in a road race but I would like to see more team road races, as there are on the Pacific coast.

"My idea is to get all the clubs in the East interested in the plan and to arrange a big hundred mile relay interclub challenge race for a trophy worth something. The race could easily be gotten up here if somebody would only get up an interest in the matter, get others to imbibe the same spirit and then go ahead with it.

"My plan is to have each club that would compete for the trophy donate, say twenty dollars toward it. Each team would enter four three-men teams, each team riding twenty-five miles. The race could be held over a twenty-five miles course, twelve and one-half out and back, so that the relays could be picked up easily and the race therefore would be interesting from the spectator's standpoint. The teams could be made up by try-outs, and by holding the race late in the season, when the riders are all in condition, the best material would then be available for the teams. Or, the team of a club might be made up of the riders who make the best performance in all the open races held until the time of the big trophy race. In the race each team would have its individual colors so there would be no confusion, and this uniformity would also add to the picturesqueness of the race.

"Why, right here in New York City there are enough clubs to make a race of this kind practicable, but it would make a more interesting contest if a team from Philadelphia, one from Atlantic City, another from Jersey City, from Newark, from Baltimore, and from all the nearby cities would compete. The team winning the trophy would be entitled to retain it until the following year, when it would be loaned to the next club winning it. Any club winning it three times would be entitled to retain permanent possession of it.

"Don't you think my scheme is a good one?" inquired the Enthusiast as he arose to go.

The Pencil Pusher had to admit that it was but at the same time there was nothing new about it.

"Anyway, I would like to know what the clubs think of the proposition," concluded the Enthusiast.

Weintz Repentant, Wins; Raleigh Rejected.

Although he could do no better than finish fourth, William Vanden Dries, of the 22d Regiment, was clocked by the timers in 2:25⅘ in the one mile handicap which featured the first of the Military Athletic League championship meets, the first of which was held in the 71st's armory, New York City, Wednesday night, 8th inst. This breaks the former record of 2:29⅗, made by Owen J. Devine a year ago.

The race was one of the most exciting witnessed in some time. Walter Raleigh, the suspended cyclist, who got out an injunction a year ago to prevent the military authorities from keeping him out of the events, was on hand prepared to ride, but he didn't. Louis J. Weintz, another suspended rider, also appeared and made his peace with Chairman Kelsey of the National Cycling Association, so that he was permitted to ride. Weintz stated that he was sorry that he ever allowed himself to be drawn into an outlaw movement last year, and promised to be good in the future. Accordingly he was given a special permit to allow him to compete in the Military Athletic League's championships.

Raleigh, however, still maintained his air of braggadocio. He wasn't sorry for the part he had taken and didn't mind saying so. As a result he was ordered to stand down. The military authorities told Chairman Kelsey that if they had known the real facts of the case that Raleigh would not have ridden last year, injunction or not.

Weintz showed his form by winning the event from the 40 yards mark in a close finish with Charles Nerent, of the 71st Regiment, who had a handicap of 80 yards. Weintz represented the 22d Regiment. F. Elliott Adams, 40 yards, of the same regiment was third. He rode like a whirlwind and was fast gaining on the field when the finish gun popped, with him in four place. The time, however, was announced as an armory record.

VAILSBURG PASSING TO NEW ERA

Historic Board Track Removed to Give Place to Modern Saucer—Its Record of Famous Bicycle Events.

Vailsburg's historic quarter mile board track, which for a dozen years has been the center of the bicycle racing game in the East, is a thing of the past. The ravages of time, wind and rain have made it unfit for further use and wreckers have leveled it to the ground to provide a place for the new six lap saucer upon which races will be held this season and hereafter. The first meet will be on Sunday, May 3d, and thereafter racing will be held every Wednesday night and Sunday afternoon.

The new corporation which will control the affairs of the new track is the American Amusement company, incorporated under New Jersey laws, with $100,000 capital. The corporators are Lorenzo W. Bowen, the Boston promoter, who built the Park Square track in Boston; James F. Moran, the Chelsea rider, and Nat Butler, of Cambridge, the veteran pace follower. The last named will manage the saucer.

Perhaps no track in the country has had as many associations as the old Vailsburg oval which was obliterated this week. All of America's best riders have won fame and money on its boards and many great races have been decided on its home stretch. National Champion Frank L. Kramer broke into the game at Vailsburg, got his early training there, and won most of his laurels on that track. Floyd McFarland, Orlando Stevens, Earl Kiser, R. J. Walthour, W. S. Fenn, Owen Kimble, Marcus Hurley, Floyd Krebs, Jay Eaton, Iver Lawson, "Major" Taylor, E. C. Bald, the late Tom Cooper, and hosts of others have ridden great races there.

There have been many records established at Vailsburg and many of them hold at the present time. Kramer's quarter mile unpaced record of 28⅕ seconds has never been wiped off the slate, and his 15 miles record also holds good. Marcus Hurley's quarter mile record of 28⅖ seconds, made in 1902, also is on the books, while other amateur records established at Vailsburg, and that still hold good, are the two, three, five, ten and twenty-five miles paced against time, while Joe Nelson's hour record of 35 miles 1,055 yards has never been broken. The record of 25 miles in competition ridden by Edwin Forrest in 1:00:39 on July 28, 1901, has withstood the attacks of seven seasons.

There are some who doubtless hate to see the old track go, but the new six lap saucer presages a new era for bicycle racing in the East, and it will be banked sufficiently to make records possible if the riders are as speedy as those of a half decade ago. Jack Prince is doing the actual building of the saucer.

MORAN OUTGENERALS TAYLOR

Match Race at Boston a Game of Track Strategy—Cameron Leads the Amateurs by Sensational Riding.

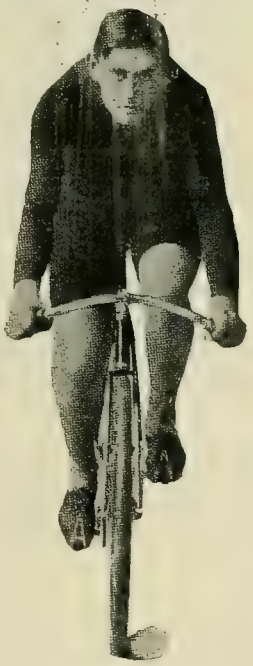
Hats may be taken off to James F. Moran, B. S., of Chelsea, Mass. When the pork broker, milk merchant, farmer, landlord, professional bicycle rider and a few other things defeated Nat Butler and Albert Champion, respectively, in motor paced matches, and followed these achievements with a sweeping challenge to ride anybody, "Major" Taylor preferred, for the "all around championship," no one took James seriously, as hurling "defis" long has been one of his lighter pastimes. Even when Moran offered to back his challenge with anything from $100 to $500, those who know Moran still persisted in regarding it as a huge joke. To make a long story short, Moran met Taylor at the Park Square indoor track, Boston, last Saturday night, 4th inst., and the negro had to admit that Moran outgeneraled him.

Moran had good reason for wanting to beat Taylor. The Chelsea milkman intends to sail for Europe shortly with the double purpose of riding in enough races to pay expenses and at the same time secure some talent for the new track at Vailsburg, in which he is financially interested. By beating Taylor at both the sprint and motor paced style, Moran will be entitled to pin a few bouquets on his coat when he lands on French soil. Then—the big contracts with the managers.

The match between Moran and Taylor was a popular one that brought more than 5,000 enthusiastic fans to the Park Square track. It was exceptional for the reason that Moran should beat the Worcester negro at the latter's game. Moreover the "sprint" heat was the slowest kind ever ridden in America, the time for one mile being 12 minutes 14⅗ seconds. Years ago E. C. Bald and the late Tom Cooper created a sensation by riding a match at Indianapolis which consumed close to six minutes, but it was a speed event compared to the mile match between Moran and Taylor.

When the mile heat between Taylor and Moran was called, the latter drew the pole for position. The starting gun sounded and neither man moved. A few seconds later Taylor just moved, and that was all. Both men took to the flat floor and Taylor showed that he is an acrobat par excellence by coming to a dead stop. Moran tried to follow his example but was forced to take the lead. On the backstretch Moran steadied himself against the railing and Taylor was again forced to lead, but fooled Moran upon entering the backstretch by leaning over and putting his hand against the steep banking. That put Moran in front and he had to stay there. The minutes passed in this fashion. The crowd did not seem to mind for they understood that this was to be a race after the French style where headwork counts for as much as, if not more than, leg work.

Moran was leading by about five yards on the backstretch with three and one-half laps to go. Taylor then brought his wheel to a dead stop and sat up, looking at the milkman. Moran saw his chance and he jumped his wheel on the flat floor. Like a flash he took the turn and, risking his neck, jumped his bicycle on the track at the tape. There were then three laps to go and Moran had a lead of 20 yards. With head down he rode like mad, with the negro, riding like a demon, in back trying desperately to catch up. With half a lap to go Taylor got to Moran's pedals, but



JAMES F. MORAN

the latter gave one of his nerve racking battles and pulled away. He won by half a length and then the storm of applause broke loose.

The crowd went wild with excitement when the white man won. Men threw hats in the air and women screamed and waved handkerchiefs, muffs and anything else that came handy. The demonstration at the finish of the heat was the most remarkable ever witnessed in staid Boston, for the cheering continued for almost ten minutes and Moran was forced to ride around the track time and again before he was allowed to leave the track, and even then a mob swarmed around him and carried him in triumph to his dressing room.

Later Moran rode Taylor the second heat of their race, which was a five miles event behind pacing motors. Both men were mounted on sprinting bicycles, a concession that Moran was forced to make to the colored rider. Moran won the heat and match in a handy manner, by more than a quarter of a lap.

Eleven professionals lined up for the ten miles open, which developed a stirring finish between Bardgett, MacLean and Root. The Buffalo crack, who is improving steadily, rode a heady race and beat MacLean in a well timed jump and sprint at the tape. Root was a close third.

The mile handicap went to the long-markers, Lake, of Brooklyn, winning from 85 yards. George Wiley was second, MacLean third, and Bardgett fourth. Cameron came into his own by winning the ten miles open for simon pures, after risking his neck several times by riding close. The New Yorker beat Droback and McKinnon in this order. The summaries:

Match between James F. Moran, Chelsea, and "Major" Taylor, Worcester—First heat (one mile sprint), won by Moran. Time, 12:14⅗. Second heat and race (five miles motor paced), won by Moran. Time, 9:10⅕.

Ten miles open, professional—Won by Walter A. Bardgett, Buffalo; second, Hugh MacLean, Chelsea; third, E. F. Root, Melrose. Time, 25:18.

One mile handicap, professional—Won by Bob Lake, Brooklyn (85); second, George Wiley, Syracuse; third, Hugh MacLean, Chelsea; fourth, Walter Bardgett, Buffalo (scratch). Time, 1:01⅕.

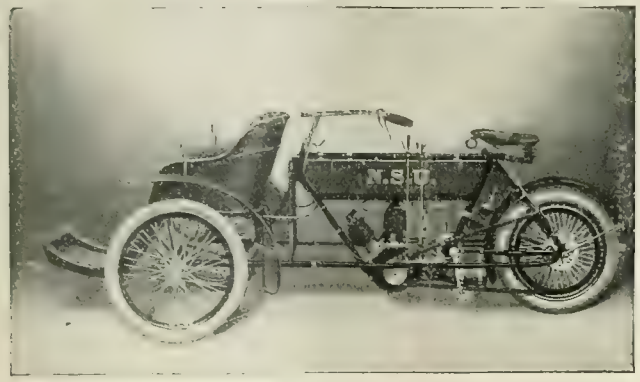
Ten miles open, amateur—Won by Geo. Cameron, New York City; second, P. Droback, Boston; third, J. J. McKinnon, South Boston. Time, 26:10⅖. Special half mile prizes—Cameron 4, Droback 4, Stoughton 1.

Second Large List of Registered Riders.

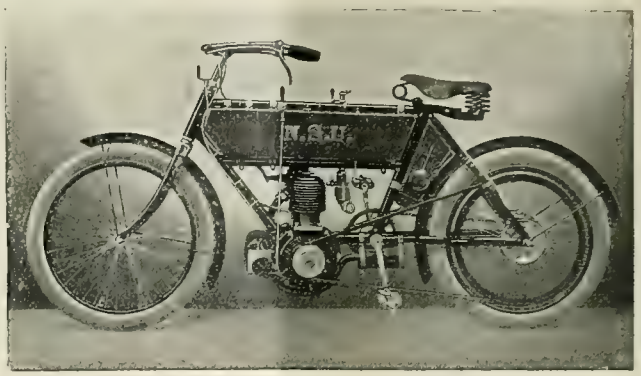
Chairman Kelsey, of the National Cycling Association's board of control, has issued the following registrations, this making the second large list sent out this season: Professional—Menus Bedell and John Bedell, Lynbrook, N. Y.; Nat Butler, Boston; James Moran and Hugh MacLean, Chelsea; Geo. Wiley, Syracuse; Matt Downey, Jamaica Plain, Mass.; and A. C. Spain, of Bloomfield, N. J., but now in Europe. Trainers—Elmer Galloway, Roxbury, Mass. Amateurs, (track and road)—William Vanden Dries, Charles Mock, F. Eliot Adams, F. W. Sulzer, Charles Capello, Louis Luppi and Anthony Backetty, New York City; Joseph Harris and Charles F. Hansen, Jersey City; Oscar Goerke, Dan Brandy, George Pasel, Joseph M. Eiffler, Frank W. Eiffler, Brooklyn. Amateur (road racing only)—Charles Milkowait, Maurice Rosenblum, Emil Kuster, and Otto Brandes, New York City; A. H. Minterman, Brooklyn, and F. C. Graf, Richmond Hill, N. Y.

New Jersey Motorcycle Club Election.

W. J. Morgan, the veteran cyclist and writer, was chosen president of the New Jersey Motorcycle Club, which was formed in Newark last week, at an unusually well attended meeting. The other officers elected were as follows: George P. Fawcett, vice-president; R. B. Whitehead, secretary; F. H. Lushcar, treasurer; George E. Post, financial secretary; Percy Drummond, captain, and George P. Fawcett and R. B. Whitehead, first and second lieutenants, respectively.



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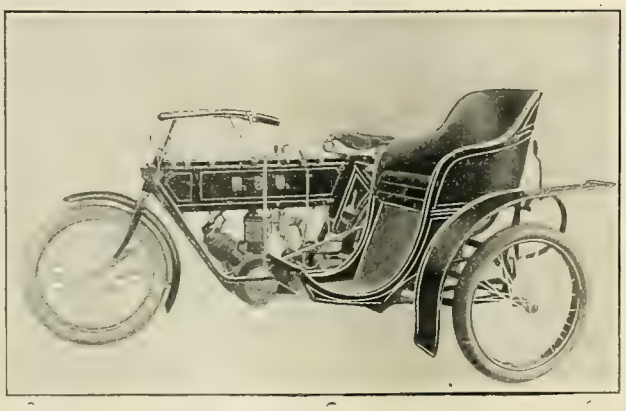
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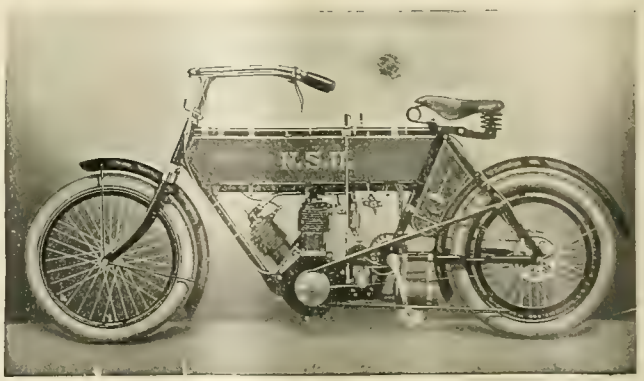
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WHAT GOES ON INSIDE THE MOTOR

Study of Engine Action by Means of the Manograph—Its Operation in Production of Records.

It once was said that "no man knows what takes place inside a motor." This was absolutely true at the time the words were spoken, and is relatively true to-day, perhaps. But the science of gas engine design and the study which has been part and parcel with the growth of that science has made it possible, if not to know what goes on in the motor absolutely, at least to observe the results with sufficient exactitude to get a pretty definite idea of what the occurrences must be.

Going down to the very root of the matter, it will appear that the action within the engine turns about three important factors, and three only. They are pressure, distance, and time. The piston moves be-



Fig. 1

cause there is pressure upon it. The distance it moves in a given time, depends upon the amount of the pressure and the length of time during which it acts. Furthermore, as the pressure in the cylinder varies from time to time during the stroke, it is desirable to know the exact pressure at various points in the stroke. Knowing these, it is possible to study the effects of variations in the mixture, variations in the timing, variations in the speed, and even a great number of other variable conditions.

All this it is possible to accomplish with the aid of the manograph, which is a French device perfected several years ago for this express purpose. Broadly speaking, it is nothing more nor less than a recording pressure gauge, so constructed as to record not simply the variations in pressure in the cylinder, but to indicate at what points in the stroke the different pressures occur.

Bearing in mind always that it is a pressure gauge, and nothing more, it is comparatively easy to understand its construction and action. A small tube is connected with the cylinder at some point in the combustion chamber and led to a small independent chamber containing a metallic diaphragm, which is deflected more or less as the cylinder pressure varies. A system of levers lead from a finger which rests against this diaphragm to a small mirror in such a way that as the pressure in the cylinder varies, the mirror is tilted up or down. Suitably located at some distance from the mirror, is powerful electric lamp, the beam from which is concentrated on the mirror, and reflected from it to a screen at the back of the instrument. Consequently, as the cylinder pressure varies, producing fluctuations in the diaphragm and tilt-

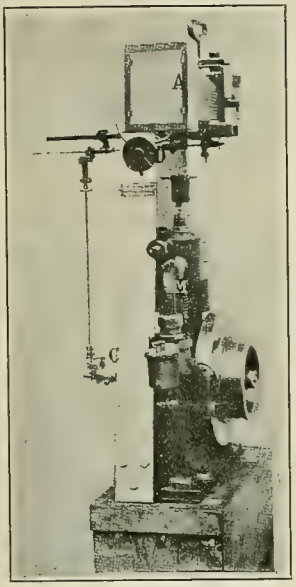


Fig. 2

ing of the mirror, the beam of light reflected from the lamp is caused to travel up or down over the screen. As a result of this, the position of the point of light at any time, furnishes an exact indication of the pressure in the cylinder at that instant.

Also attached to the mirror is a system of levers and gearing connected with the crank shaft and so contrived that as the piston moves up and down in the cylinder, the mirror will be rocked to and fro, quite independent of the tilting motion caused by the variations in pressure. Thus, when the crank shaft is turned over by hand, the beam of light before mentioned, is caused to travel back and forth across the screen at the back of the manograph, measuring a horizontal line, which is exactly proportional to the length of the stroke. In this way the beam of reflected light always will occupy a position on the screen exactly corresponding to the position of the piston.

The combined result of the tilting and rocking motions which are imparted to the mirror when the motor is running under its own power, serve to cause the point of light on the screen to trace out a cryptic little diagram, known as an "indicator card," and containing the two elements of pressure and distance which were required.

In Fig. 1, is shown a general view of the Schulze manograph; A, being the ground glass screen upon which the diagram is traced by the point of light; B, the body of the device which houses the mirror and its immediate mechanism as well as the diaphragm; C, the reducing motion by which the piston travel is reproduced on the diagram on a small scale; and D, the electric lamp which furnishes the beam of light. So rapid is the motion imparted to the beam that even in the moderate light of an ordinary room and in daylight, a clear image of the diagram is made on the glass. When it is desired to make a permanent record of the results, an ordinary photographic plate is substituted for the screen, and a negative made which is afterward developed and used in any way desired.

Fig. 2 shows the manograph mounted on a small, single-cylinder engine and in working adjustment. The resulting diagram, as it appears to the ordinary observer, appears on the screen in inverted position The actual diagram itself is shown in Fig. 3, from which the action of the cycle can be traced very easily.

Starting at a point, A, on the suction stroke, the piston is supposed to move toward the right, drawing in the charge of unburnt gas. As the inlet valve is wide open, the gas enters the cylinder at prac-

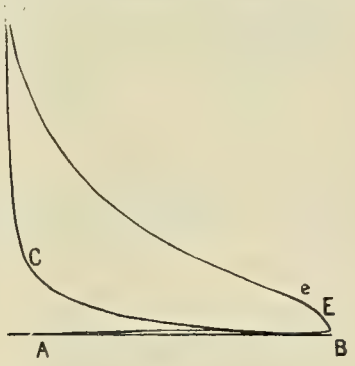


Fig. 3

tically atmospheric pressure, so that the line from A to B is practically horizontal. As the piston returns, the pressure rises due to compression, and the fact is recorded by the upward curve of the line B-C. At, or about the point, C, and before the piston has quite ceased its upward travel, the spark occurs, and the pressure immediately rises, due to the effect of the explosion, as shown by the line, C-D.

From D, the pressure line falls, because the piston moves down the cylinder, and the gas expands, doing work upon it. At E, exhaust occurs, the point of opening of the exhaust valve being marked by the drop in the expansion curve at the point, e. As the piston moves up along the exhaust stroke, the pressure gradually falls. It is practically atmospheric during the entire stroke, but enough above that during admission to make the line, B-A, distinct from the line A-B.

The diagram here shown, is traced directly from a photographic record of the action of a 1¼ horsepower motor, running at 1,600 revolutions per minute. The advantage of such a record is that it not simply furnishes a "picture" of the internal action of the motor, but that it is "drawn to scale," as it were, so that by proper measurement, any of the items mentioned above as useful to know, may be obtained.

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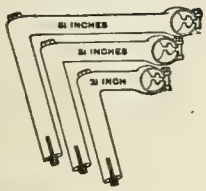
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AWAKENING THE TOURIST SPIRIT

Bugaboos that Deter Many Riders from the Best Pleasures in Cycling—Suggestions for Banishing Them.

"The difficulties, real or imaginary, which tend to deter men, otherwise apparently sane and rational, from using their bicycles for touring are, without doubt, many and varied in nature," writes Jock in the Scottish Cyclist. "Some of these difficulties are, I will admit, insurmountable. They belong to the category of things over which a man cannot claim to have any real control, such as lack of opportunity, insufficient cash, home ties, and the like. When a fellow owns up to any such reasons for depriving himself of this most enjoyable side of cycling, one feels there is nothing more to be said. We sympathize with the poor devil in the hardness of his lot, and to our sympathy we add perhaps something of admiration for the man who will confess to such commonplace reasons for his defection, instead of following the ignoble example of others less heroic, who proffer this reason and that, each barren of truth, and who hesitate not to malign the touring cult, and even cycling itself, in their miserable efforts to justify themselves for spurning the pearls thrown in their way.

"Among those obstacles which cannot be classified as insurmountable, possibly the most noteworthy, and the most effective in keeping a man in the ranks of the non-touring crowd, is a feeling of "funk" (pardon the vulgarism, but I can think of no other word which conveys quite the same idea.) I do not mean by this that he is possessed by any real dread that physical harm may befall him when wandering in strange parts. Possibly he would find some difficulty in defining, even if he were willing to acknowledge, what it is that makes him hesitate. But, be that as it may, I am quite confident it is this timorousness or "funk" more than anything else which prevents a large number of men from joining the great touring army, and I have a conviction also that when such men are induced to once cross the boundary line that separates the touring from the non-touring class, they rarely lapse again into the ranks of the unenlightened and unconverted.

"To the man whose most ambitious cycling feat has hitherto been to ride from his home to some seaside resort with which he is already acquainted—thanks to the railway—it generally seems a stupendous thing to cast one-self adrift from one's moorings for days together. The idea strikes him as altogether too big, too venturesome; the details seem too vague, and though he may have thought seriously on the subject, and have gone so far as to study maps and road books, it in all probability will end with a shake of the head, and his summer holiday finds him once more following the same groove as of yore, at some seaside resort or elsewhere, enjoying himself possibly, but happy only because he is ignorant of what he has missed.

"The man who "funks" touring is always a man who has never tried it. He can generally be picked out from the remainder of the crowd who tour not by the way he counters all your encomiums of touring with a host of "supposes." He is as full of "supposes" as an egg is of meat. Supposing this should happen, supposing that? Much that he supposes would not matter twopence if it were converted from the regions of imagination into those of actual fact; but he is obsessed with a vague dread



of the most innocent possibilities, which the most skilful argument fails to dislodge.

"For a man like this the only hope of touring salvation is to commence operations on the "center" system. By the "center" system I refer to a plan, frequently adopted for club tours, of fixing on a certain spot for headquarters, the tourist sallying forth each morning to scour some portion of the surrounding country. To many, myself among the number, touring of this kind is a somewhat savorless dish. It lacks variety, and, I must confess, I regard it hardly in the light of touring at all. The old and seasoned tourist rarely descends to such milk-and- water fare. He prefers the glorious uncertainty, the never-ending surprises of the real thing. When the cyclist starts away each morning from a different resting place, unknowing and uncaring where his head will lie that night, and carrying but little more impedimenta than the clothes he rides in, he casts the conventionalities behind him, and visits the most distant and isolated parts of the country selected for his wanderings. This latter is the kind of thing which appeals to the genuine enthusiast, the nature lover, the man who is never lonely though his only companions be his bicycle and his own thoughts. For all such the tame returning each evening to the same house palls to the verge of utter boredom, and, personally, I regard it as little better than the ordinary weekly day or afternoon trip out and home with which most of us have to be content for at least eleven months in each year.

"Still, for the touring novice, for the rider who is inclined to let "I dare not wait upon I would" in his first essay at touring, the "center" system may well be recommended. To the man, too, who cannot leave home for a few days without taking his whole wardrobe with him it will particularly appeal, because, anchored as he will be in one spot, being, in fact, in no sense a wanderer, he can send down bags and boxes galore, and array himself each evening in the full equipment of dandified man, while traveling by day entirely unencumbered by luggage.

"Possibly it is this dread of appearing sartorially imperfect when off the machine that induces the "funk" referred to in many instances. To some men it is absolute mental torture to have to sit at table in other than a well groomed condition, and I once knew a fellow who resolutely refused to walk in public in cycling clothes. To a barbarian like myself such ultra refinement is incomprehensible; but it exists, and, without doubt, with many men it is so ingrained in their nature as to be ineradicable.

"I recollect, some years ago, seeing a certain nobleman, a prominent personage in the National Cyclists' Union at that time, cycling to a certain well known cyclist's resort down south. The journey was but little more than twenty miles out, but he was accompanied by an attendant, who bore with him sundry packages, which I afterwards learned contained a complete change of habiliments, so that his lordship might be properly accoutred at table. Now that sort of thing would be regarded as ridiculous by the average cyclist, even if he were among the select few who, under ordinary circumstances, cannot fasten their buttons or tie their strings without the services of a valet. Still I am quite convinced that, in the particular case referred to, the estimable and amiable gentleman in question would have been extremely uncomfortable, and his cycle run would have been entirely spoiled, had he been compelled to eat his dinner at his hotel while wearing the clothes which had covered him during his perspiring exertions on the road. He had not, in fact, the spirit of the tourist within him in the most minute degree.

"Now I do not pretend that there are many to be found in the ranks of cyclists quite so fastidious as this, but there are undoubtedly a very considerable number—I know several myself—with whom a complete change of attire is absolutely essention when the day's riding is over unless much of the pleasure of touring is to be lost, and for such, as I have already pointed out, the center system is eminently suited.

"The all-important point in fixing on a spot for headquarters is to select a district comprising as many interesting features as possible within a radius commensurate with the rider's powers. The center itself need not boast of many attractions, but it should be encircled by good scenery, good roads, and other features likely to entertain the traveler. It is not advisable to select a spot on the coast, as one's area of operation is thereby reduced by about one-half, but if the sea is acessible within the limits of a day's ride out and home, so much the better. The "center" tourist must, of course, study his own peculiar tastes in selecting a pitch. He may have some other hobby, from butterfly collecting to mountain climbing, which he may wish to incorporate with his tour, and he will, of course, arrange his plans accordingly.

"I must confess I write upon this topic of center touring with some diffidence—first, because I have only tried the system on two occasions, both some years ago; secondly, because it is a system I do not usually recommend to would-be tourists, as I regard it as only a colorable imitation of the vagabond wanderings which are the privilege of the straightaway tourist. Still the center system may serve to break the ice for those who hesitate to go the whole way at first. It will, at any rate, give them a taste of what the real thing is, and they may in consequence afterwards develop into the full-fledged type of tourist."

Missimer Relinquishes Fight for Prize.

The case of Missimer vs. the Tiger Wheelmen of New York will not come to trial. After several postponements, Missimer's father has "seen the light." Harold F. Missimer, a legal infant, through his father as guardian, sought to recover from the Tiger Wheelmen the motor bicycle that was awarded as first prize in the Pelham Parkway handicap race promoted by the defendant club on Thanksgiving Day last, as well as for $50 which he claimed to have suffered in damages as the result of not having received the motorcycle. Missimer finished first in the race, but was disqualified on the ground that he gave misleading information as well as made misstatements on his entry blank, and the prize was given to Frank McMillan, who finished second. Missimer's father, who brought the suit for the young rider, this week informed Chairman Kelsey, of the N. C. A., which was prepared to take up the fight in the event of a decision adverse to the Tiger Wheelmen, that he finally realized that he had made a mistake and that the legal proceedings would be, therefore, discontinued. Missimer stated that had he, himself, had a better understanding of conditions and rules the suit never would have been entered.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

THE MOTORCYCLE "WHAT-IS-IT?"

Hitched to a Buggy the Power Bicycle Puzzles Secretaries of State—Their Answers to the Conundrum.

If anybody has in contemplation the project of running a motor bicycle attached to a buggy or in combination with it, the little State of Rhode Island will be a pretty good place to keep out of. This fact was brought out as a result of a canvas of the various States undertaken by the Royal Motor Works, Worcester, Mass., following the discussion in the Bicycling World of the legal status of the combination of a buggy and motor bicycle.

After the demonstration in Massachusetts, the manufacturers of the Royal wrote to the Secretaries of State of a number of commonwealths requesting an official opinion as to what license such a combination vehicle would require in their respective States. The replies were varied. Some of the secretaries rendered decisions that the combination was clearly an automobile, others replied that a motorcycle license covered it, while still others adopted the methods of the "artful dodger" and declined to express an opinion. In this latter class was the Rhode Island official who, not satisfied by refusing to classify the vehicle, went a step further and forbid the introduction of such a conveyance within his boundaries. But just how the State can prohibit a vehicle from using its roads was not made clear.

"The owner of a motorcycle registered under our law is authorized to operate the same upon the public streets and highways of this State," wrote the Rhode Island Secretary of State, "but no authority is given him under his certificate of registration to attach a buggy or any other vehicle to said machine, as the number plate required to be displayed on the rear of the motorcycle would be obscured by such an attachment and would be in violation of the law."

New York State was also an artful dodger, though its dodging was done more gracefully than was that of Rhode Island.

"As the owners of the machine," responded the Secretary of State, "were nonresidents, it would not be necessary for them to have a license for an automobile, and as motor bicycles do not require a license in any case, the vehicle could use the roads freely whether motor car or motor bicycle." Pennsylvania sidestepped, and admitted it. "As the same license fee is required for automobiles and motorcycles, it is not necessary, therefore, for us to attempt to decide whether a motorcycle attached to a buggy is an automobile," said the Pennsylvania official. "The motorcycle could not be operated in Pennsylvania either alone or attached to a buggy without a State license."

Texas's Secretary of State gave as his opinion that when a motorcycle is hitched to a buggy it becomes a motor vehicle, and must comply with the terms of the law governing motor vehicles. Vermont agrees with Texas and says that to operate the combination in that State will necessitate complying with the restrictions contained in the motor vehicle law. California takes the same view and adds: "You had better register the buggy and attachment, as if you do not you will have trouble in this State with police constables, etc."

Delaware classes the combination vehicle as a motorcycle, but as the laws governing these and automobiles are the same it will cost $3 for registration and $2 for operating the machine. New Jersey goes on record as saying that the combination of the motor bicycle with a buggy does not give it the character of an automobile, therefore the combination comes clearly within the provisions of the law regarding motorcycles. Connecticut agrees with New Jersey that a buggy and motor bicycle do not make an automobile, and rules that a motorcycle license only will be required. New Hampshire replies that registration of the motorcycle will be sufficient under the laws of that State.

The State of Oregon, through its Secretary, believes "that inasmuch as the motor power of the vehicle propelled is separated from the buggy, a certificate and license would not be required for the buggy and that a certificate and license would be required to be held only for the motorcycle propelling the vehicle. When the motorcycle is detached from the buggy the buggy is without a motor power, and consequently it does not come under either the head of automobile, motor vehicle or motorcycle."

The Secretary of State of Maine thinks that to register the motorcycle would be sufficient, "but, unfortunately," he adds, "my opinion settles nothing. If you should be arrested in this State the matter would go to the courts and inasmuch as no similar cases have been tried, we cannot tell what the court might hold in the matter."

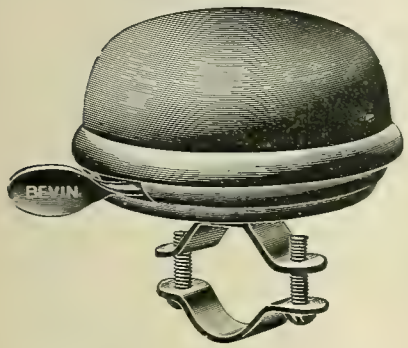
Kewanee Genius Evolves Winged Bicycle.

Bicycles and ice-cycles and water-cycles have been invented without end, not to mention a few other kinds of vehicle in which the bicycle has served either as the basic idea or the mechanical stepping stone to the land of the inventor's dreams. The list of possibilities is now made practically complete by the advent of F. W. Stilwell, a Chicago (Ill.) man, with a bright idea in concrete form, which is nothing more nor less than an air-cycle, or winged bicycle. It is of the heavier-than-air type, and is supported in the upper medium by means of two revolving screw propellers. Before he invented the air-cycle, Stilwell resided in Kewanee, Ill.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

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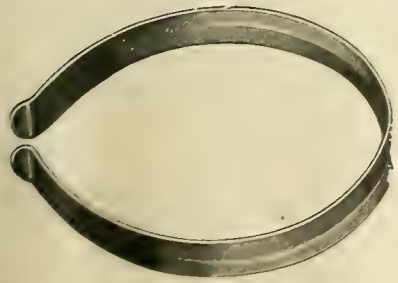
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Unheralded, Harris is Crossing Continent.

James W. Harris, whoever he may be, is en route from San Francisco on a record breaking bicycle jaunt, which will end at Syracuse, N. Y. He is said to have left San Francisco on March 17th, but nothing was heard of him until he reached Denver where he reported himself two days ahead of his schedule.

Adee Sails for Annual Tour.

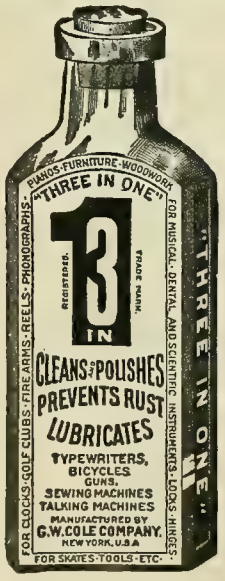
A. A. Adee, assistant Secretary of State, and the most confirmed cyclist in Federal officialdom, sailed on Thursday for his annual tour abroad. For many years Mr. Adee has spent his vacation in this fashion, which he often has declared to be the best of all vacations for busy men.

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FOR STUDY OF THE MOTORCYCLE

Suggestions for a School for the Novice —What It Would do and How It Could be Established.

While it could not be said that the Experienced Motorcyclist was not a congenial sort of chap, yet there was an indefinite something about him that prevented, rather than encouraged, discussion when he was present. There was nothing overbearing in his manner, and it may be that the tendency he had to become sarcastic on the least provocation was partly, if not largely, responsible for the fact that when he was around, the others listened, rather than contributed, to the conversation. The result was that the views and ideas of one man and the experiences that he had had dominated the discourses that had been listened to at the informal sessions of "The Club," which had been held each week during the winter months.

It was considerably past the hour at which the E. M. usually put in his appearance, when the Youngster arrived and reported that he was not coming. The announcement came just at the moment when one of the regular attendants—who, incidentally, was new to the pastime of motorcycling—had suggested a new idea that merited discussion. The speaker was one who seldom entered any discussion that occurred, and because of his usual, or unusual reticence, had been nicknamed the "Silent Partner," which sobriquet had in time been further contracted to "S. P."

"As I was about to say," he continued, when quiet had been restored, "even in my brief experience I have been impressed with the fact of how utterly helpless are many motorcyclists when the simplest disarrangements of their power plant cause the machine to stop. It's all right for the 'E. M.' to tell how he fixed this, that or the other thing, for himself or some other rider, but the 'E. M.' has had years of experience and probably has encountered every form of trouble that the gas engine can hand out.

"Of course I realize that 'experience is the best teacher,' but it equally is true that the tuition fee in that school is mighty abnormal. What should be done, and I think it ultimately will come to pass, is to establish a school for motorcyclists, one where instruction relating to the interior mechanism of a motorcycle will be given, and the reasons, the why and wherefore, of the different component parts explained."

"Any repairman will tell you that now," interrupted the Youngster.

"I presume that he will, that is, he will answer any questions one may ask," responded the other, "but that is not enough. In the first place the mere asking and answering such questions as may occur to the novice to ask, would by no means be of material value. It is true that he could show you how to grind a valve, but why should he? Why should he be asked to give you his time merely because you bought your machine from him? And if he asked for compensation for his time that he gave to you, you probably would feel aggrieved and take your patronage elsewhere. To my notion, the only rational solution of the question lies in the establishment of a school. I don't mean any such place as an 'automobile school,' or a season's tuition, but a place where an engine could be seen taken apart, where valves, carburetters, timing mechanism, and electrical parts could not be only examined by the student, but which the pupil might be required to put together. Take my own case I'm green and have only a very general idea what the insides of a motor or carburetter look like. If my life depended on it I couldn't clean a carburetter and put it together again, nor am I sure that I can change a valve or connect up a battery and be certain I'm right."

"I don't believe such a school would have enough patronage to justify it's establishment," suggested one of the listeners. "The course would be short and the tuition fees would be comparatively small. I doubt if such a course of instruction could be made to pay the originators of it."

"Not if it was attempted on a large scale," replied the first speaker, "but in conjunction with something else it could be made to pay. I believe a dealer could conduct something of the sort, or if not, that a chauffeur's school, or the Y. M. C. A. might establish a branch for the instruction of motorcyclists. There are many of us who would take the course; some of us would go to it before we tried to ride at all, and a whole lot more would enter after one or two rides had furnished some of the experiences I have heard recounted here. When a man has wasted a lot of time and energy trying to make some roadside repair and has finally concluded that he can't remedy the trouble, and then along comes some fellow who straightens out the difficulty in a minute or two, the novice is pretty apt to realize that education is a valuable asset and if some source is at hand where that education can be obtained, the chances are that you'll see his name on the rolls before a great while elapses."

"I think that the idea is a good one," said one of the listeners, who had not previously entered the discussion, "and I think that it could be easily carried out. All the equipment that would be necessary would be one or two machines of different types, and to familiarize them with the various parts the pupils should be required to dissemble and assemble the machines. To this equipment add a machine that is in running order and set up in a stand so that the rear wheel can be run, let the instructor make some disarrangement that will effect the engine and call on the pupil to find out what is wrong and show him how to remedy it. Most of the disarrangements are mighty easy to adjust after you find them, and when one is taught to intelligently look for the trouble, instead of making a lot of hap-hazard alterations in the hope of accidentally finding what is wrong, it will be found that the motorcycle is an entirely reliable machine, and one that can be depended on when used with ordinary intelligence. And ordinary intelligence is easily cultivated.

"We'll refer it to the 'Experienced One'," said the Youngster, as he changed the subject.

Sprouting of a New World Beater.

Another world-beater has been unearthed in the person of Al Graham, of Minneapolis. It is stated by a floating press item that Jack Prince will arrange a series of motor paced races between Joe Fogler and Graham, and that "it is likely that Graham and Tom Birds will meet at Canby, Minn., on July 4th." When Fogler was sought for information, he scratched his head long and confessed that he never had even heard of Graham—which will prove a rude shock to that budding genius. This isn't all that Graham will do, for the Minneapolis "crack" will "first go after a purse on a time proposition, which consists in making the 51 miles between Northfield and Minneapolis in two and a half hours." After accomplishing that and meeting Fogler (sic) and Tom Birds, Graham "will attempt to lower the 25 and 100 miles records, and will go against the record mile time of "Major" Taylor of 1 minute 19⅘ seconds."

Why the Stork Won the Race.

Races between motorcycles and most everything from a railroad train to a greased pig have been indulged in before now, but never, so far as is known with such thrilling effect as developed in Indianapolis, Ind., recently, when an automobile, a motorcycle, and the stork tried their mettle in an impromptu trial of speed. Phineas C. Hudson drove the automobile and patrolman Gibney rode the motorcycle, while the stork had an unknown passenger, whose very light weight may have accounted for the success of the bird in the contest. Another factor which also influenced the result very materially, was the unsportsmanlike "interference" of the cop, who deliberately crowded the automobile driver until he was forced to stop. When he had explained his intense personal interest in the race, he was permitted to go on, however, and finished a close second.

Bicycles for Mail Inspection in Mexico.

Bicycles for post office inspection purposes, constitute one of the recent innovations of the postal authorities of the City of Mexico. Determining that the collection of the mails required better supervision that has been accorded it hitherto, the postmaster-general has just ordered several machines, which will be used by inspectors who cover the entire city several times each day, checking the times of collection and delivery at the general office.

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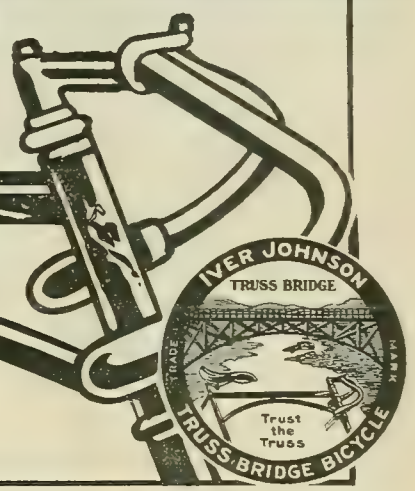
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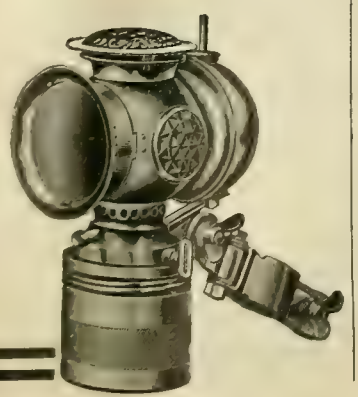
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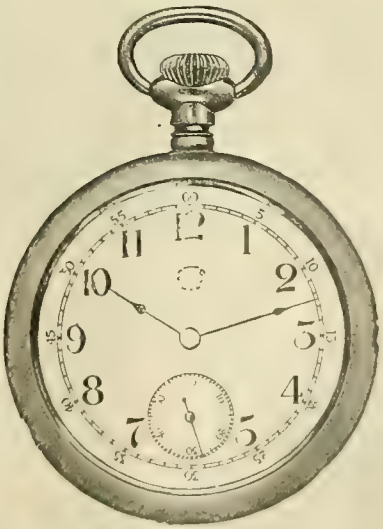


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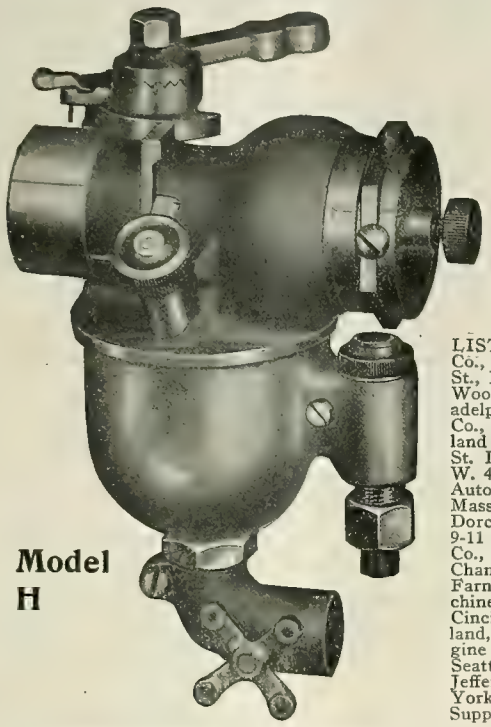
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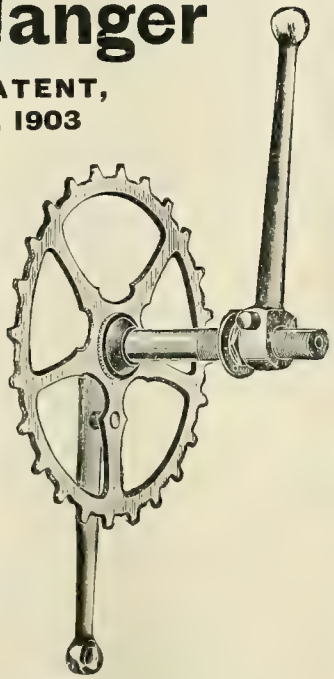
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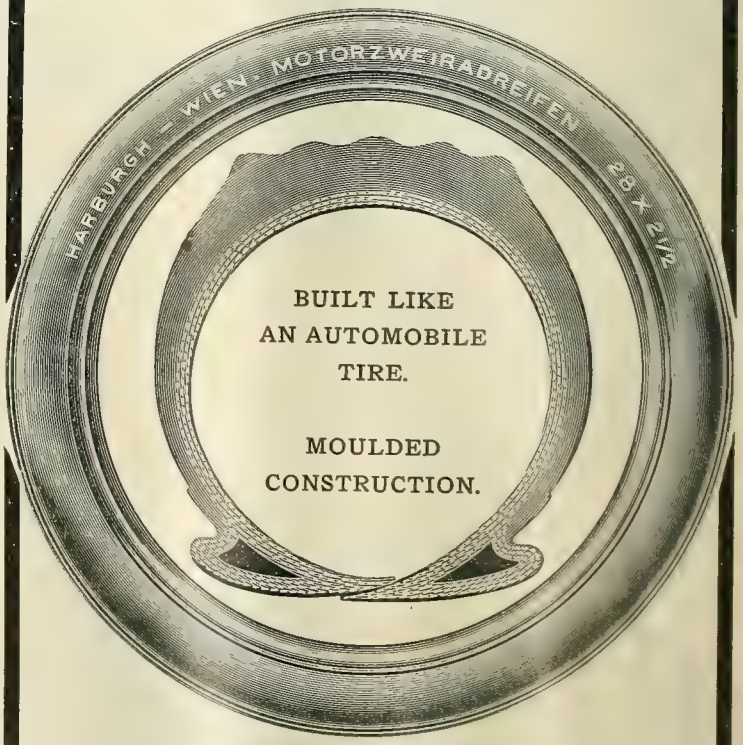


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The Week's Patents.

822,260. Spark Plug Clip. Charles A. Mezger, New York, N. Y., assignor to C. A. Mezger Inc., New York, N. Y., a Corporation of New York. Filed Sept. 6, 1906. Serial No. 333.420.

1. A spark plug clip, comprising a body having at one end pliable fingers adapted to engage the insudated portion of the wire and a tongue struck up from the body and adapted to be electrically connected with the wire, said body also having a supped cap with a radial slot therein and pliable prongs at the sides of the body and a fork arranged under the body and held rigidly thereto by means of said pliable prongs the bifurcated portion of the fork registering with the slot in the cap.

882,845. Two Speed Driving Gear and Free Wheel Mechanism for Cycles. Ernst Sachs, Schweinfurt, Germany. Filed Feb. 26, 1906. Serial No. 302,934.

1. In a device for varying the speed of cycles, the combination with a hub and axle, of a sprocket wheel not connected to said hub, a bearing cone therefor fast on the axle, an internal hub-driving sleeve, a differential gear mechanism between said sleeve and sprocket wheel, including an axially displaceable central pinion between the driving sleeve and cone, means for shifting said pinion, and means for locking said pinion with said cone in its one end position and with driving sleeve in its other end position.

883,018. Water Bicycle. John L. Henry, Watsonville, Cal. Filed July 25, 1907. Serial No. 385,464.

1. A device of the class described, comprising a frame, spaced axles journaled on the frame, a hollow water tight drum having a polygonal contour secured on the ends of each axle, endless bands formed of a series of water tight rectangular boxes hinged together at adjacent corners, running on drums, the boxes composing the bands being of substantially the same area as the polygonal surfaces of the drums whereby to contact therewith as the drums are rotated, and means for rotating the drums.

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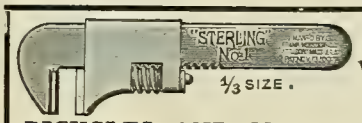


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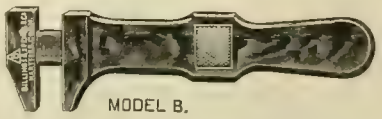
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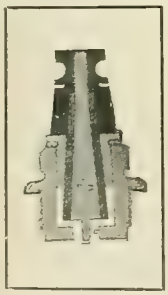


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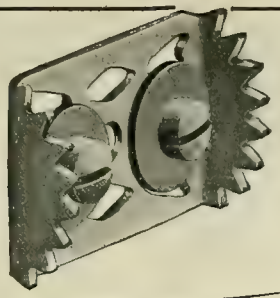
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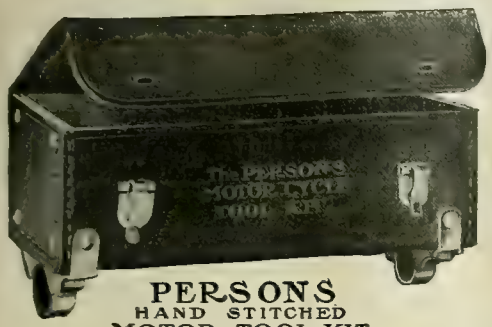
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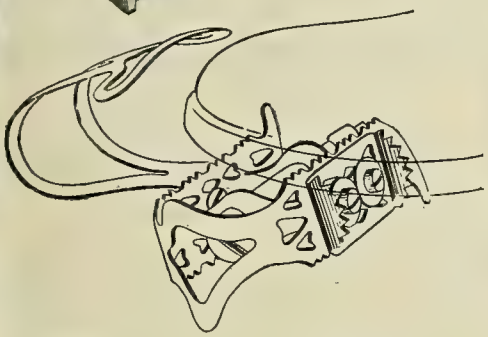
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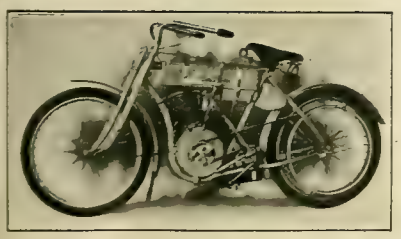
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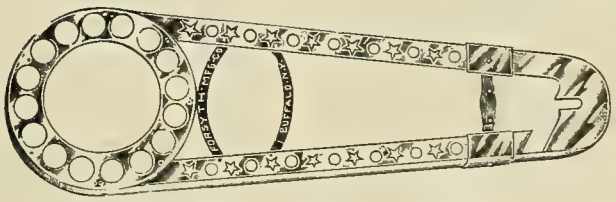
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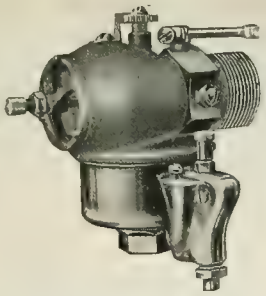
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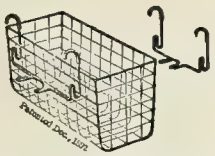
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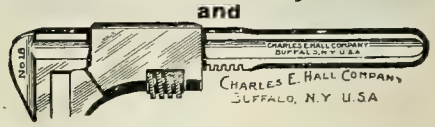
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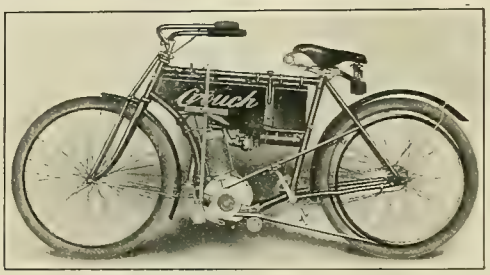
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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

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Of course, we mean your stocks of

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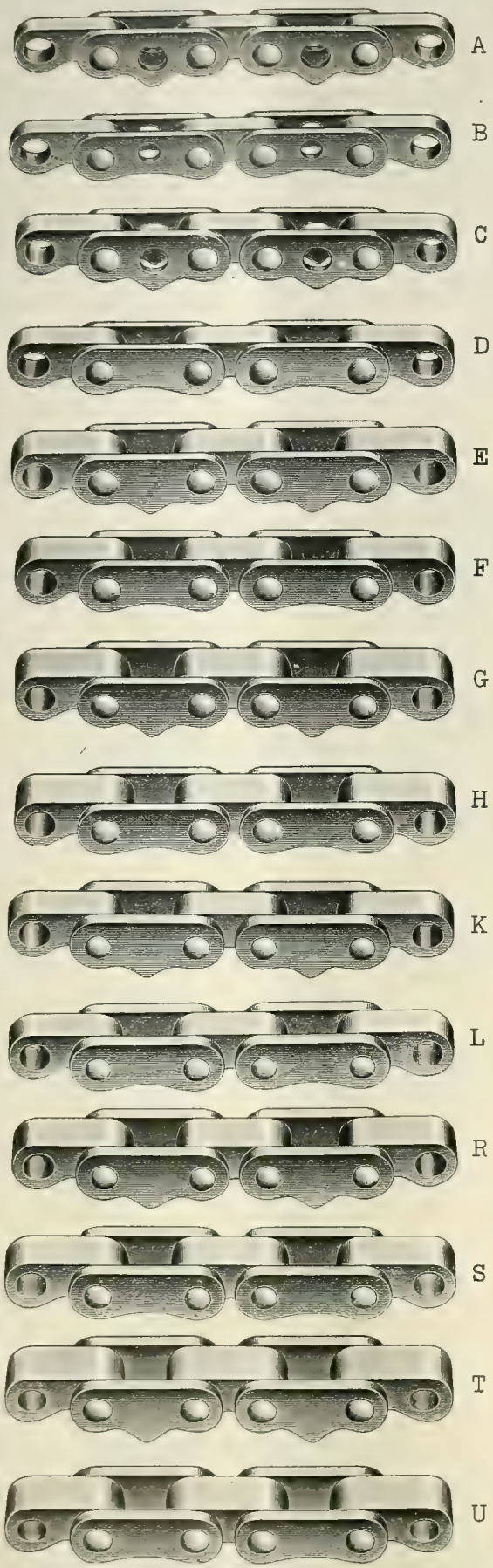
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Motorcycle Dept.

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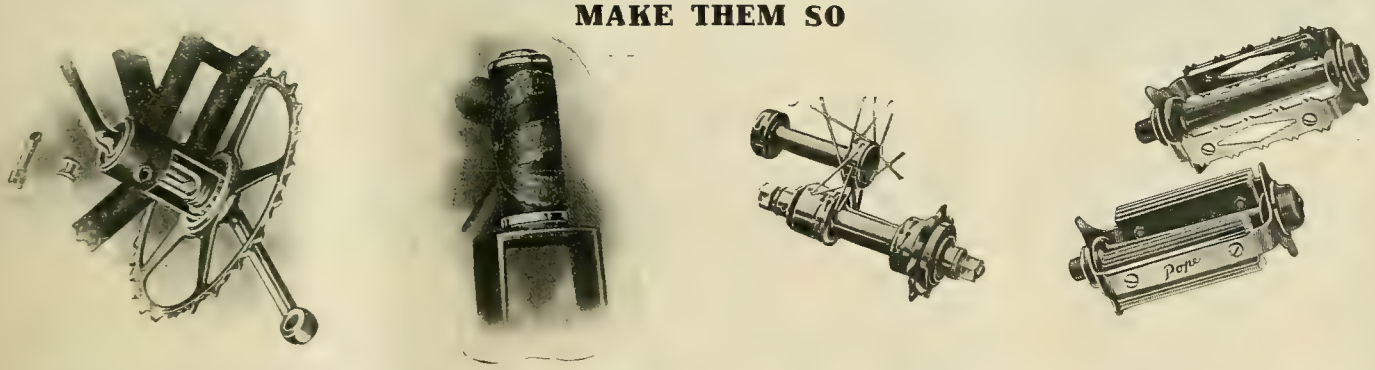
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BECAUSE—

Best Made
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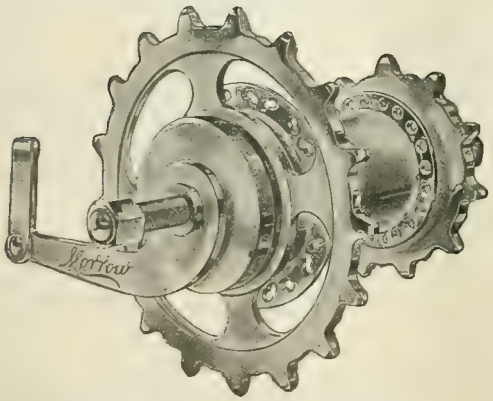
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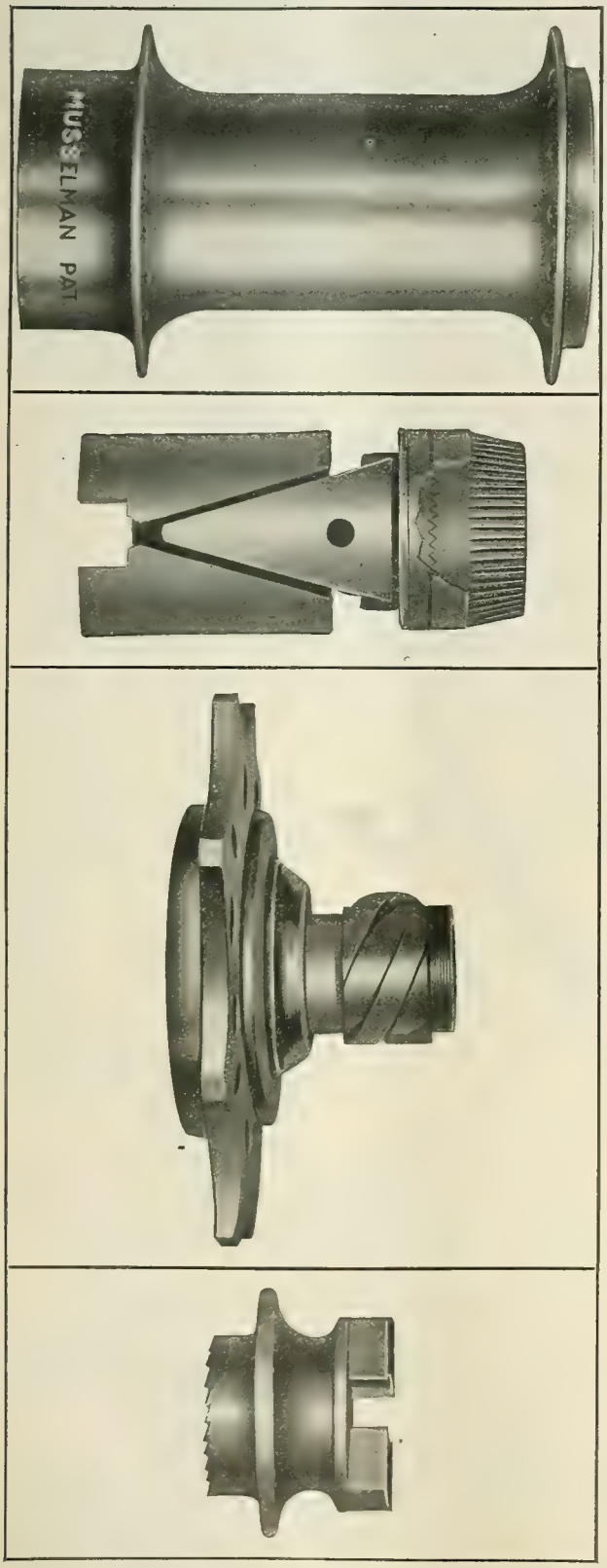
It's the man who buys that is the important individual in the transaction, you know, and it pays to sell him what his requirements demand—in price and quality.

Nine out of ten interested men want a dependable twenty-five dollar wheel. They want it because it will serve their purpose satisfactorily. They are willing to invest twenty-five dollars, but no more, because they wish to buy service and not novelty. This is a condition, not a theory, and you need the Twenty-Five Dollar Gendron, with its every part amply guaranteed. In it you will be selling all the service your customers could buy in any other $35 or $40 bicycle. This estimate of values is correct, and an honest comparison of the Gendron with its competitors will prove it. The Catalogue?

Gendron Wheel Co.

Toledo, - - - - Ohio

"The Armless Wonder"



The Musselman Automatic Coaster Brake

THE NEWEST AND BEST

No Springs, Levers or Braces and no complicated parts to get out of order and cause trouble.

A side arm is absolutely unnecessary on the Musselman Brake and would be out of place.

Weighs only 25 ounces.

No larger than a rear barrel hub.

Only one half the parts that are generally used on a Coaster Brake are required and the Musselman Brake is so simple that a child can take it apart or put it together.

This is your opportunity, Mr. Dealer.

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THE MIAMI CYCLE & MANUFACTURING COMPANY, MIDDLETOWN, OHIO

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, April 18, 1908 | No. 4

ALMOST UP TO LAST YEAR'S TOTAL

Pierce Says Sales are Larger than Ever and Collections Good—Making Active Bid for Foreign Trade.

Percy P. Pierce, president of the Pierce Cycle Co., Buffalo, N. Y., who was one of the first men to return from the automobile trade to the bicycle business, apparently left none of his energy in the former industry.

Although his company deals with high grade bicycles exclusively, Pierce stated to a Bicycling World man one day this week that already this season, the sales are within 200 machines of the last year's total shipments, which themselves represented the best business since 1895. Collections also, he added, were never better.

Part of the increase is due to export trade, for which the Pierce people now are making an active bid. They have instituted a foreign department in charge of a man who speaks and writes several languages, and the results from such intelligent handling of the business were almost immediate. Since the department was established, Mr. Pierce states that 72 new accounts have been opened.

Ash Reports Good Volume of Business.

J. W. Ash, of the Hudson Mfg. Co., Hudson, Mich., was in New York this week and reported that his company had no fault to find with the volume of business that had come its way. The Washington Special, the 20-pound $60 model which was brought out for the first time this year, has met with an unexpectedly favorable reception and had been the means of opening a number of new accounts, several of them in the South, where hitherto only the more popular priced Hudsons had gone. Mr. Ash remarked that Baker & Hamilton, their Pacific Coast agents, already had taken seven carloads, [illegible] per cent. of which were $50 high grades. He believes that in the Central West some of the jobbers have figured that the financial depression would have more effect than has proven the case and in consequence have not covered the territory as thoroughly as usual. Ash based his opinion on the fact that not for years had his company received so many inquiries from agents.

Heath Gets Location in Boston.

S. F. Heath, New England distributor for Thiem motorcycles, who has maintained a temporary office in Newtonville, Mass., has finally established himself at 288 Columbus avenue, Boston. Although he was out of the business for several years, Heath is no stranger to motorcycles. He had to do with the Mitchell when it first was brought out and, later, with the Auto-Bi.

Sterling Cycle Sundries Incorporates.

The Sterling Cycle Sundries Mfg. Co., of Toledo, has been incorporated under the laws of Ohio, with a capital stock of $10,000. Emil Haberstock, L. G. Haberstock, John F. Sommers, George F. Haas and Mina I. Brown, are named as incorporators. The company has opened a store on Monroe street, in Toledo.

Coming Over to "Feel" Tubing Market.

Thomas Pollock, of Accles & Pollock, makers of weldless steel tubing at Oldbury, England, will sail for this country during next month with a view of "feeling the market." The firm already has some American customers and Mr. Pollock naturally believes that personal acquaintance will add to the number.

Big Export Order for Bicycle Grips.

C. E. Peterlin, the Grand Rapids (Mich.) grip manufacturer, recently filled what is believed to be the largest export order for bicycle grips ever placed. It was made up of 30 cases containing 25,000 pairs of grips. A later order from the same purchasers served further to swell the volume.

G & J TIRE LOSES ON APPEAL

Judgment of Lower Court Affirmed—Decision Declares no Tires were Made in Accordance with Patent.

Upholding the decision of Judge Buffington in the lower court and employing his language as its own, the United States Circuit Court of Appeals for the Third Circuit, has rendered judgment in favor of defendants in the case of the G & J Tire Co. vs. Pennsylvania Rubber Co., which involved the G & J patents on the clincher type of tire.

Judge Buffington's decision, which was rendered in September last, affected four patents, Nos. 454,115, 558,956, 466,565 and 523,314, none of which he ruled had been infringed. When the G & J company carried the case to the higher court, they based their appeal on patents Nos. 454,115 and 558,956. The appeal was heard by Judges Gray, Cross and Holland, the opinion sustaining the lower court being written by Judge Holland.

The gist of the decision is that the G & J Tire Co. never had made a tire in accordance with the provisions of the patents in question. The burden of the Pennsylvania Rubber Co.'s defense was, of course, that of non-infringement, although they admitted that their tire was similar to that described by the Golden patent, No. 493,160, which also was the property of the G & J company, but which had expired and become public property before they (the defendants) began the production of such tires.

Judge Holland's decision includes an interesting review of tire history. Among other things, he says:

This case comes here on an appeal from a decree of the Circuit Court of the western district of Pennsylvania dismissing the bill. In the court below infringement was charged as to four patents. On this appeal two of the patents are dropped, and the two relied on were granted to Thomas B. Jef-

fery for inventions in vehicle tires. The infringement is charged as to claims 1, 2, 3, 4, 5 and 6 of letters patent No. 454,115, issued June 16th, 1891, on application filed March 26th, 1891, and claims 5 and 10 of letters patent No. 558,956, issued April 28th, 1896, on application filed April 1st, 1891. In the opinion of the Circuit Court, reported in 155 Fed. Rep. 982, it was held that infringement was not proven, for which reason the bill was dismissed.

Rubber tires have been used on vehicles for a number of years, particularly upon bicycles, and at first were solid and attached to the rim of the wheel by various devices. Improvements in the art followed rapidly, both as to the construction of the tire and the mode of adjustment, so that by the time they had advanced from bicycles to automobiles, the art had progressed from the solid to the cushion, and thence to the pneumatic form. Patents were issued for each of these improvements, both as to the construction of the tire and the mode of attachment.

First: The oldest and most obvious form was the solid tire consisting of mere hoops or bands of rubber, with some means of attachment, such as screws or bolts. Then was introduced the tube extending through the inside of the rubber tire so as to give it more elasticity, and was called a cushion tire. In still others, this tube was filled with compressed air to still further increase the elasticity, and these were called pneumatic tires. They were attached to the rim of the wheel by bolts, diverging flanges or ears, wire bindings, and sometimes by cement. But, however, attached, and whether the tire itself was solid or cushion or pneumatic, it invariably, in this stage of the art, was completely formed and self-sustaining both before attachment to and after detachment from the wheel; and in every case the means of attachment, whether bolts, ears, wires or cement, was a mere addition to complete the tire, performing no function in resisting any strain from within the tire. Up to this time they contained no sheath, but every advance was patented, both as to construction and mode of attachment. Next was developed the tire containing a sheath, which is not made up until attached to the wheel, and in which the wheel rim and sheath together form a girdle to restrain the tube from bursting.

The Dunlop was the progenitor of this class, and was patented in England March 8th, 1889, and in the United States No. 435,995 on September 9th, 1890, upon an application filed March 11th, 1890. It is referred to in the first patent in suit, to-wit, No. 454,115, descriptively as "a tire having a core composed of elastically-expansible tube, which is inflated by air or gas distended thereby to some extent, the air or gas being under such tension that but for a restraining or enclosing sheath such core would be liable to burst."

The claim in Dunlop's patent is as follows:

"In hollow air-inflated wheel tires for cycles and other vehicles, the combination, with an inner expansible tube and outer protective covering of strengthening folds or layers of cloth, canvas, or linen, and protective strips of caoutchouc interposed between the edges of the rim and strengthening fold or layer, substantially as and for the purpose herein set forth."

Besides this, there is one other patent of importance in considering the state of the art in connection with the questions at issue. This patent was issued in England to Golding on December 8th, 1890, and in the United States (No. 493,160) on March 7th, 1903, on an application which had been filed October 6th, 1891. It was for an improvement in rubber tires and rims for velocipedes and other light carriages. We find from the specifications that "The edges of the rim are bent round and brought a short distance toward each other and nearly parallel to the flat surface of the rim, thus forming an inner recess or groove along the rim on both sides, suitable for holding the projecting flanges of the tire." The tire contained a corresponding lateral flange, which was inserted into this recess and secured by the pressure of the compressed air when the tire was inflated.

Claim 1 is as follows:

"The combination with a metallic wheel rim having lateral recesses formed by reflexing the edges, of an inflatable tire having corresponding lateral flanges which are detachably inserted into such re-

(Continued on page 130.

POPE RECEIVERS ADD TO BALANCE

Report of March Transactions Shows Big Increase—Volume of Sales for the Month Exceeds $200,000.

The report of Receivers Pope and Yule covering their transactions for the Pope Mfg. Co. during the month of March shows a big increase in the cash balance. The figures as filed in the Superior Court at Hartford are as follows:

Balance in banks and cash in office, Feb. 29, 1908		$12,605.87
Receipts from collections of accounts and notes receivable of Pope Mfg. Co.:		
Hartford accounts	$2,626.92	
Westfield accounts	4,633.75	
Hagerstown accounts	746.83	
	$8,007.50	
Receipts from sales by receivers	$166,756.58	
Receipts from deposits by customers on orders for automobiles	2,920.00	
Interest on accounts and notes receivable.	13.97	
Refund of travelers' advances	31.15	
Receipts from and for account of:—		
Receivers in Mass., (Westfield)	590.49	
Receivers in Maryland.	1,156.23	
Receivers in New Jersey	122.02	
Receivers in Toledo	16.55	
	$1,885.29	179,614.49
		$192,220.36

Cash disbursements for March, 1908.

Refund of deposits received on miscellaneous undelivered orders	$249.32
Receivers' expenses and payment for purchases:—	
Pay rolls factory and office	46,158.75
Miscellaneous and selling expenses	2,838.04
Materials and supplies	51,485.51
Premiums on insurance	603.82
Patent fees and expenses	50.00
Disbursements of attorneys for receivers	84.97
Payments in settlement of accounts with:—	
Receivers in Massachusetts	861.26
Receivers in Maryland	5,030.08
Receivers in New Jersey	206.20
Receivers in Illinois	59.80
Receivers in Toledo	131.81
Receivers in Indianapolis	6,669.55
	$114,429.11
Balance in American Nat. Bank	$76,640.82
Balance in First Nat. Bank	266.19
Cash in office	884.24
	$77,791.25

Accrued liabilities of receivers.

For materials, supplies and miscellaneous expenses	$70,998.92
For pay rolls factory and office	12,837.07
	$83,835.99
Balances due receivers of Pope Mfg. Co. and Pope Motor Car Co. in other districts	$1,674.78
Accounts receivable from sales of receivers January 31, 1908, per last report	$134,997.38
Sales by receivers for month of March, 1908	203,628.51
	$338,625.89
Less cash collections for month of March, 1908 $166,756.58	
Deposits credited to accounts receivable, cash discounts and miscellaneous contra accounts 9,369.24	
	176.125.82
	$162.500.07
Balance due from receivers of Pope Mfg. Co. and Pope Motor Car Co. in other districts for transfers of merchandise and supplies and advances for expenses	$7,723.38

One Frequent Cause of Short Circuits.

Frequently batteries "run down" in a very short time. As frequently the battery is condemned, because the current was so quickly exhausted, when in fact the battery is not at all at fault, the cause lying in a short circuit somewhere in the wiring.

A common cause of short circuiting which yet is generally unsuspected, will be found in stray strands, of which most wires are built up, coming in contact with metal parts which should not be touched by the wire. Very often when placing the wire under a motor around a stud, that is insulated from the rest of the metal, one or two of these minute strands will not be secured and shortly will vibrate or be jarred against the machine in such form as to permit of a continuous flow of the current. Obviously this contact will serve as an outlet for the current with the result that the batteries will soon become useless. If care is taken to properly secure the wire this battery complaint will be infrequent.

Inwardness of R-S Compensating Sprocket.

The Reading Standard Co.'s motorcycle catalogue—an uncommonly attractive one—which made its appearance this week, discloses that the R-S compensating sprocket instead of employing a brass friction ring, combines the friction surfaces with the sideplates, a circle of steel balls between the sprocket ring and the hub or centerplate centralizing the sprocket ring on the hub. This compensating sprocket was fitted to the R-S machines displayed at the shows but was the one feature concerning which information was refused. A patent on it has been applied for.

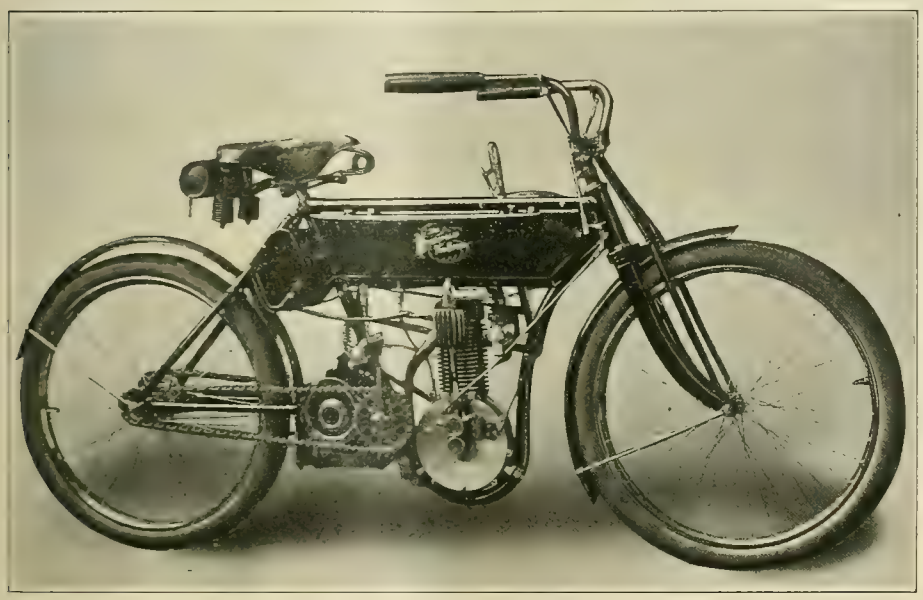
Chelsea Dealers Routed by Big Fire.

Although it has been impossible to compile figures of their exact losses, several bicycle dealers were burned out in the disastrous fire which swept Chelsea, Mass., early last Sunday morning, 12th inst., and which resulted in an approximate loss of about $10,000,000. Among the dealers whose places were destroyed were Fred B. Emerson, 382 Broadway; Harry Katz, 150 Arlington street; George F. Peck Mfg. Co., 510 Broadway; Fred W. White, 44 Fourth street, and H. Winer, 62 Everett avenue.

TWO-SPEED COMES FROM THE WEST

Minneapolis Maker Produces Chain Driven Motorcycle Affording Free Engine—How the Idea is Worked Out.

Appearing under the distinction of being the first American machine to be put out with a two-speed gear equipment and free engine as a regular feature, the Minneapolis two-speed motorcycle has just been got ready for the market It is made by the Minneapolis Motorcycle Co., 517 South Seventh street, Minneapolis, Minn., and represents the outcome of a year and a half of experiment and other preliminary effort.



MINNEAPOLIS TWO-SPEED MOTOR BICYCLE

The variable gear feature is embodied in a small sized planetary change gear mounted between the engine and the rear wheel and driven from the engine by means of a short chain connecting with a sprocket on the counter shaft. The entire control of the device is centered in a single lever mounted conveniently on the fore part of the machine. On high gear, absolutely no power is absorbed, the drive being "direct," so to speak, while the low or hill-climbing gear affords a 2.6 reduction. The gear is hung in an eccentric mounting to allow for chain adjustment. In order to admit the gear, a specially designed frame was required. The drop in the bottom tube which cradles the motor is brought well forward, as is the seat post mast, while the gear is hung on the rear forks behind it.

The motor—a 3 horsepower Thiem—is mounted vertically in the center of the frame, the general arrangement of the tanks, coil and battery cases being plainly apparent from the accompanying picture, which shows the first machine to be completed. Roller chains are employed all around. Thiem grip control, and other specifications of a standard nature. A second and larger wheel will be equipped with a twin motor and magneto.

Bicycle Built for Cafe and Other Use.

While the utility of the bicycle is pretty generally recognized, instances in which machines have been designed especially for utilitarian purposes are comparatively rare. A particularly novel scheme is that employed by the gigantic Manufacture Francaise d'Armes et Cycles, of St. Etienne, France, in the construction of their "Passe-Partout" model, which, as its name implies, is literally designed to go everywhere. In a general way, it is similar to the ordinary roadster model. Very small wheels are used, however, which, with a compact and low frame, afford a short base and low saddle position. The machine is also very light. The purpose of its construction is to secure a machine which may be carried on the front or back of an automobile, or even on the running board at the side, which may be used in going from point to point about large manufacturing plants. "With it one may without difficulty ride right into a cafe, a hairdresser's, or any other kind of a shop for that matter," as its makers explain.

Prolonging the Life of Horn Bulbs.

Horn bulbs which develop a tendency to crack and break just inside the raised ring which is invariably placed at the "business" end, may be repaired in a serviceable though unhandsome manner, by paring down the ridge carefully with a sharp knife and then cementing on a circular patch of thin rubber, such as may be obtained from an old inner tube. Properly done, such a repair will prolong the life of the bulb to a surprising extent.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

QUENCHING FIRE ON MOTORCYCLES

Simple Remedies for Infrequent but Possible Trouble—How to Make a Home Made Extinguisher.

Fortunately instances in which the carburetters or fuel tanks of motorcycles take fire are comparatively rare, yet such occurrences do happen, and it is well to be prepared for them. The most convenient fire extinguisher, generally speaking, is the dust under foot—if the conflagration takes place on the road as it is quite apt to do. Thrown directly at the point from which the flames arise, it serves to choke off the air supply and so to check the fire, just as shutting off the air valve on a carburetter tends to stop the motor. Another no less effective method of accomplishing the same result, is to smother the flames by means of a cap, gloves or coat.

Persons who have a perpetual fear of fire, and who desire always to be equipped with a real fire extinguisher, can readily make one for themselves by mixing a small quantity of common baking soda and sal-ammoniac and placing the mixture in a tin cannister or glass bottle, where it will be kept perfectly dry. Both the soda and ammonium salt should be perfectly dry when mixed, and should be protected from the effects of moisture—even that of the air—as otherwise their efficacy will be lost. An additional refinement is to add to the mixture from 5 to 10 per cent. of powdered chalk to prevent caking in the event of moisture getting into the receptacle. When thrown into the fire, both carbonic acid and ammonia gases are formed, both of which serve the useful purpose of excluding the air.

Replacing Union on Fuel Outlet.

When it is necessary to replace the union connecting the outlet of the fuel tank with the feed pipe, it is best to remove the tank from the machine and invert it. Where this is not convenient, however, it is possible to accomplish the desired result without even going to the trouble of emptying the tank, by merely stopping up the air vent in the filling plug. This will check the flow very materially, and by working quickly it is possible to effect the connection without much loss either of time or gasolene.

Old Compound Under New Name.

Quite the newest thing in the way of an internal sealing compound for punctured tires has just made its appearance abroad under the fascinating name of a "puncture preventer." It consists of a powder which is placed in the inner tube, after which a little water is squirted in to assist the preventer in doing its duty. These old ideas come around with the regularity of clockwork. They are not "preventers," however no matter how good cures they may be.



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LITTLE WEIGHT

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You can't pay less and get tire satisfaction.



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FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 18, 1908.

The Annual Spring Number of the Bicycling World and Motorcycle Review for 1908 will bear date April 25th. It will be fully up to the standard of previous years, more than which it scarcely is necessary to say. It will be designed not merely to interest active riders, but to promote interest in cycles and motorcycles wherever a copy may go.

"Plucking" the "Good Things."

When Senator Frelinghuysen, the carpetbag member of the New Jersey legislature, gave as a reason for doubling the motorcycle registration fee, that the man who can pay $150 for a motorcycle is able to pay $2 for the "right" to use it, he undoubtedly voiced the underlying motive which actuates most of the motor vehicle legislation that is spread on the books.

The general idea that prevails is that those who own automobiles are "good things" possessed of ample means and therefore fit only for "plucking." In New Jersey, and in some other States, motorcyclists have been drawn into the swirl created by this notion regarding automobilists and have been "squeezed" accordingly.

Unfortunately for the Frelinghuysen idea, there are very many men who cannot and do not pay $150 for their motorcycles; those who are able to pay only half that sum, and even less, for the second-hand machines which they use are numerous and their number is increasing daily.

While to many the $2 extracted for registration is a mere nothing, there are not a few to whom the $2 appears as big as a cartwheel; and even to many free-handed New Yorkers and Pennsylvanians, who, though separated only by a stream from New Jersey, venture into the latter State not more than two or three times a year, $2 is rather a steep price to pay for the privilege.

Frelinghuysen's statement that more New York Motorcyclists than resident riders use the roads of New Jersey, is mere splutter and ample proof that he does not know what he is talking about. The New Yorker who makes frequent use of the New Jersey roads is the exception and not the rule. Similarly the senator makes himself ridiculous by his halting and far-fetched pother to the effect that motorcycles cause more damage to the roads than do automobiles.

The truth of the matter is that the senator is hard put for a logical defense of his legislative pocketpicking. He knows as well as anyone that any man on two wheels is at the mercy of the man on four, and is the one who requires protection; and unless he is so drunk with power that he cannot see straight, he knows as well that no form of bicycle is remotely capable of injuring the highways to anything like the same extent as a heavy vehicle on four wheels whether it is drawn by a horse or propelled by a motor. But perhaps justice or even ordinary consistency is too much to expect from a lawmaker who is so untrue to the State he professedly represents that he neither resides nor does business within its confines.

It was a long time before cyclists were able to obtain equal and exact justice and to be treated like other users of the public roads and the day was hastened when they "dipped into politics" and showed a few senators and other politicians that their votes counted. Perhaps it may become necessary again to do something of the sort.

Motorcycle Comfort for Cyclists.

Bicycle riders who believe in garnishing their exercise and the pleasure which accompanies it with as much bodily comfort as is possible, will appreciate the suggestions which may be read between the lines of the communication from Fred T. Kerr, printed in another column.

There is no more reason why a man who rides for recreation should transform that recreation into a penance than there is that he should give up riding because his saddle is uncomfortable or the position of the bars tire his hands. Further, while it is poor economy to overload the machine with needless and weighty accessories, there are many devices which are not part and parcel of the average stock machine which may be added, not to increase the bulk of the outfit, but to extend the comfort of its owner. Not a few such possible improvements in equipment have been developed in response to the requirements of the motorcyclists, as a few discerning cyclists have discovered.

Thus, the powerful hand pumps developed for motorcyclists' use are as convenient and as useful for the cyclist, as is the type of stand commonly used on motorcycles, which may be applied equally as well to the pedal-propelled bicycle. Rubber pedals of the motorcycle type, extension handle bar grips, luggage carriers, cushion forks, tool kits, speedometers, large and comfortable saddles, and the very convenient tire repair sleeve, all may be borrowed from the motorcyclist to add to the personal convenience of the cyclist. The field is wide and rich in such material. The enterprising dealer profitably can turn it to advantage.

Opportunity and the F. A. M. Meet.

Signs are not wanting that press and public alike are beginning to take real notice of motorcycles. Apparently it requires but one good, wholehearted push to assure that the little vehicles shall fully "come into their own." The F. A. M. meet, which will occur in New York in July next, affords an opportunity for a push of the sort. The promotion of the meet is in willing and experienced hands, many of which have dipped deep into individual purses and the spirit necessary to make the function eye-opening in extent is strong and active. If the others concerned with motorcycles will but accord their proper measure of support and put their shoulders to the wheel and aid the push, the F. A. M. meet of 1908 can be made to mark the day for which they have expectantly wished and waited.

CORRESPONDENCE

Large vs. Small Sprockets.

Editor of the Bicycling World:

In a recent issue a correspondent enquired about the different weights hung on pedals necessary to counterbalance a given weight hung on rear tire, using various sized sprockets. He thought that the wheel equipped with sprockets which gave the best result by this test would, other things being equal, prove the most easily propelled.

In such a case we do not think the size of sprockets makes any difference in the balancing act; but in the actual use of the wheel in riding the larger sprockets of course produce less chain pull, consequently less pressure in crank hanger and rear hub bearings, and, "other things being equal," the more easily propelled machine.

For instance: With the wheel suspended or turned upside down, hang a 10-pound weight tangentially to the rear tire. In the case of 84-inch gear from large sprockets, say about 40-tooth front and 13-tooth rear, let us say, to make figuring simpler, that front sprocket has a pitch line radius of 6 inches, the rear sprocket one of 2 inches. Then, according to the formula derived from the law of lever, we have $\frac{10\times14}{2} = P$, or 70 pounds chain pull. To offset this 70 pounds chain pull it will require 60 pounds pedal pressure, $\frac{70\times6}{7} = P = 60$. Now take same wheel with, say, 19-tooth sprocket and corresponding rear sprocket to make 84 gear, or to make figuring easier, a front sprocket having a pitch line radius of 3 inches, and a rear sprocket with a radius of one inch—making 84-inch gear. According to the formula we have $\frac{10\times14}{1} = P$, or $P =$ 140 pounds chain pull. To offset this chain pull it will require, again, 60 pounds pedal pressure, as follows: $\frac{140\times3}{7} = P$, or $P = 60$. This shows that the size of the sprockets does not matter in this balancing act; but when it comes to actual pushing on the pedals in driving a bicycle on the ground you will perceive that with the larger sprockets there is a great deal less strain on the chain—only 10 pounds more than the pedal pressure, while with the smaller sprockets the chain pull is 80 pounds more than the pedal pressure. Of course this means less pressure in the crank hanger and rear hub bearings with the use of large sprockets. These, then, are the advantages of large sprockets: much less strain on the chain, and much less turning of the blocks on the rivets of the chain, both making for longer life of the chain; and, if less strain on the chain, of course less pressure in the crank hanger and rear hub bearings, and consequently a more easily propelled wheel. If I am mistaken I shall be glad to be set right.

If this figuring is not convincing one can disconnect the chain, put in a spring balance, hang on weights, and get the results graphically, being sure to use same diameter sprockets as above, and 7-inch cranks and 28-inch wheels.

H. H. WHEELER, Pomona, Cal.

The Old, Old Question Again.

Editor of the Bicycling World:

Can you give me some information as to the respective advantages of the belt and chain driven motorcycles? Which is the better and why is it that so many more machine are driven by belt? I notice that nearly all foreign machines employ the belt drive.

As I am an old bicycle man and wish to purchase a motorcycle, it will help me if I am able to obtain this information.

A. W. DANT, Readville, Ore.

[There is no satisfactory answer to your oft-asked question. It will be answered by many men in many ways. There are equally strong arguments in favor of each form of transmission. Final choice usually is a matter of individual preferment.]

One Legged Rider's Bicycle Equipment.

Editor of the Bicycling World:

I have read with interest the discussion regarding bicycles and their equipment. I might say that I am equipping my Crescent for this summer's tour. Although I have a leg off at the knee joint (of which I have no use), I use a gear of 91 and am fitting a Corbin two-speed coaster brake and steel rims and Doughty Process Dunlop tires; also for comfort, a motorcycle saddle, the Hartford Rough Rider grips, and Sager cushion fork, along with rubber motorcycle pedals. I think the Bicycling World is fine. It is always full of information.

FRED T. KERR, London, Ont.

Who Makes a Muffler of the Sort?

Editor of the Bicycling World:

Please tell me of whom I could purchase a very silent, and at the same time efficient, muffler for a 3 horsepower motorcycle.

PETER REITMEIER,
125 W. Winona St., Chicago, Ill.

More About Lag of the Coil.

Editor of the Bicycling World:

I read Mr. Esterbrook's queries regarding Mr. Heinze's paper on ignition, which was read before the Society of Automobile Engineers at their quarterly meeting in Boston and at which all the apparatus mentioned was exhibited. I had the good fortune to be present at the meeting and I think I may cast some additional light on the matter. In the first place, the coil which was used with the model apparatus was a regular Heinze coil such as is used on automobiles and the speed of the vibrator is somewhat above the average.

The instrument to illustrate the lag of the coil was set so that when the model was on dead center the commutator would just make contact.

When revolved slowly at about 50 or 60 r.p.m. the first spark would occur at approximately the dead center. As the model was turned over slowly the spark would ap-

(Continued on Page 132)

COMING EVENTS

May 3, Valley Stream, N. Y.—International Cycle Association's first annual 10-miles road handicap; open.

May 3, Camden, N. J.—Stroud Wheelmen's fourth annual 60-miles road race to Atlantic City; open.

May 10, Brooklyn, N. Y.—New York Motorcycle Club's annual spring run; 100 miles, to Patchogue and return, and 200 miles to Southampton and return; open.

May 10, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 10 miles handicap road race; open.

May 17, Brooklyn, N. Y.—New York State Division's (C. R. C. of A.) 12th annual spring century run to Hicksville and return; open.

May 17, Belleville, Ill.—Bicycle and motorcycle race meet at Priester's park.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Millburn road race; open.

May 30, Denver, Col.—Ten miles open handicap road race over Mountview boulevard.

May 31, San Jose, Cal.—California Associated Cyclists' annual 100 miles relay team race.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"

ARRANGE YOUR VACATION

so that it will include the

F. A. M. ANNUAL MEET,

NEW YORK, JULY 1, 2, 3, and 4, 1908.

Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

JULY DATES FOR F. A. M. MEET

Event Formally Awarded to New York—Meet Club Completes Its Organization and Chooses Dates.

New York City, that is to say, the F. A. M. 1908 Meet Club of New York City, has been formally awarded the 1908 meet of the Federation of American Motorcyclists. The occasion itself will occupy the days of July 1, 2, 3, and 4.

Of course, it was pretty well known that the award would be made to New York. There was no other candidate in the field. But the regulations required that a mail vote of the F. A. M. executive committee be taken to confirm the award and at a meeting of the F. A. M. 1908 Meet Club, held in Grand Union Hotel on Monday evening last, the president of the organization announced that the necessary motions having been performed, New York's invitation had been accepted and the time for the club to "get busy" had arrived.

As a step in that direction, the dates named were selected by a practically unanimous vote and the officers were instructed to proceed with the incorporation of the club. The executive committee also was completed by the election of the three members-at-large, as follows: Dr. F. A. Roy, Harold Fletcher, and J. F. McLoughlin. The general direction of the meet will, therefore, rest with the executive committee made up of Messrs. Roy, Fletcher and McLaughlin, and President Betts, Vice-President Guterman, Treasurer Dessau, Secretary Horenburger, and the chairmen of the four standing committees, E. L. Ovington, R. S. Morton, Roland Douglas and H. J. Wehman.

Until Monday evening, Wehman was secretary of the club, but as he has been appointed chairman of the F. A. M. national endurance contest committee, for which position he has special aptitude and long experience, he resigned the secretaryship. He asked the privilege of naming his successor, and nominated F. W. Horenburger, a big, good natured, willing worker, who was promptly chosen to fill the vacancy. Wehman, however, did not escape as easily as he had thought possible. As it is in his line of business, he was appointed chairman of the publications committee of the Meet Club to succeed T. K. Hastings, who pleaded lack of time.

Fifteen new members were added to the roll.

With the date of the meet selected, the several committees now have rolled up their sleeves and plunged into their work. They are thoroughly imbued with the desire to make the occasion a memorable one, and it scarcely seems possible that they will fall short of attaining that end. As the by-laws of the club absolutely require all committees to meet at least twice each month and to report the results of these meetings, their work is cut out for them. Within a month their plans will begin to unfold; there are some original ideas included in the plans.

Dates Fixed for Endurance Contest.

The dates for the F. A. M. meet having been fixed, H. J. Wehman, who, as chairman, will again organize the national endurance contest, lost no time in naming the dates for that always interesting event. It will as usual precede the meet, and occur on Monday and Tuesday, June 29 and 30. As Wehman can see no reason why men who come from a distance and who probably never will again use the roads of New Jersey should be submitted to that State's "plucking" process, it is probable that the contemplated one-day run from New York to Philadelphia and return will be abandoned and a new course laid out. The circuit of Long Island will be, however, included in the route. G. C. Davis, of Brooklyn, has been appointed a member of Wehman's committee, to which one other will be added.

Ireland Defeats France at Celtic Park.

"Ireland Forever!" That was the cry from 2,000 Irish throats that greeted "Big Billiam" Canfield last Sunday afternoon, 12th inst., at Celtic Park when he defeated Marcel Dupuis by a half length in their three mile motorpaced match. There was reason for jubilation. Canfield represented Ireland and Dupuis wore the French colors. Ireland "licked" France, begorra! Notwithstanding a soft track, Canfield and Dupuis rode well and broke the track record by covering the distance in 5:02. There are men mean enough to say that it was an Irish watch that caught the seconds and therefore the time isn't a record. At any rate, the Frenchman led until the last lap, when Ireland let loose and won in a grandstand finish.

Denver Catches the Racing Fever.

Thanks to the energy of John A. Payment, Denver has "caught the fever." If the plans of Payment materialize, the Queen City will once more be on the cycle racing map. An option has been secured for a desirable site in the center of the city, and it is expected that plans for a new saucer track will materialize within the next week. However, Payment does not intend to let the riders remain idle for he has brought about a revival of the famous Decoration Day Handicap, a ten miles road race over the Mountview boulevard. A Pierce bicycle has been offered as first prize, and a gold watch and a gold medal will be given the rider making the fastest time.

Scottish Dream About New York Police.

The Scottish Cyclist must have fallen under the influence of a dream book, or theatrical press agent. It is authority for the statement that "a division of the motorcycling police of New York is bossed by a lady, Miss Eva Fallon."

CLASSIC ROAD RACE REDEEMED

Irvington-Millburn Annual Event to be Sanctioned—Bay View Wheelmen Purge Themselves of Outlawry.

There is an old saying that "everything is lovely and the goose hangs high." This is the situation that exists regarding the Irvington-Millburn road race, which will be held as usual on Decoration Day, May 30th. The hatchet has been buried between the promoters, the Bay View Wheelmen of Newark, N. J., and the National Cycling Association, the official obsequies taking place at a committee meeting last week, when the Bay View Wheelmen asked Chairman Kelsey, of the National Cycling Association, who had been invited to attend the meeting, for a santion to hold the race.

The Bay View Wheelmen now realize that they made a mistake when they allowed themselves to be drawn into an outlaw movement last year, inspired by personal grievance, and they frankly regretted having had anything to do with it. The only concession they asked was that those riders who had offended but once, by competing in the unsanctioned race last year, be pardoned. As such riders have been under suspension for nearly a year it is more than likely that the National Cycling Association will remove the suspension on May 1st, instead of on June 1st, the date set for expiration. Chairman Kelsey intimated that this would be done.

Now that the differences have been settled the Bay Views are planning to make the forthcoming race the best ever held. As the ranks of road riders have materially increased in the last year, and as the Irvington-Millburn will be the only road race in the Metropolitan district on Decoration Day, their efforts doubtless will be rewarded by a record-breaking list of intending competitors.

The race committee, whose work is being directed by that bundle of energy named "Dick" Stern, met at the Bay View Wheelmen's club house in Newark on Thursday night of this week and decided that the first place and first time prizes will be motorcycles, if arrangements can be made to that effect. It also is planned to have several bicycles at the head of the list. Many of the parts and accessories manufacturers already have responded to the call for prizes. Stern stated to the Bicycling World man, more than a dozen already having been received.

Permits from the township authorities to close the roads on the morning of the race were obtained Thursday morning, so that the most important detail has been settled. Between now and the day of the race the Newark cyclists will hold several entertainments for the purpose of swelling the race fund.

CROSS COUNTRY RUN AS CONDUCTED IN ITALY



If there is an American cycling club which desires to promote novel and strenuous sport, it may borrow a leaf from the "Cross Country Primaverile Ciclo-Podistico" recently held in the picturesque suburbs of Turin, Italy. The event was the annual spring cross country contest of cyclists and foot runners. There were 125 of the former and 147 of the latter, and a crowd of 20,000 people to witness their performances. The course was up hill and down dale, over stone walls and through shallow streams, with other obstacles to overcome at frequent intervals on the five miles course that was covered. For the cyclists the race was not riding all the way, because there were places where the bicycle had to be carried, and one of the things evidenced in the contest was the fact that the bicycle, besides being a good carrier in a harum-scarum journey, can go where no other wheeled vehicle can follow. The cyclists not only made better time over the course than the pedestrians made, but proportionately fewer of their number fell by the wayside. Only 19 of the 125 cyclists dropped out of the contest, while 27 of the 147 runners were missing at the final control. The time of the fastest cyclist was 14:55; of the fastest runner, 17:26.

The rugged character of the course and the spirit with which the cyclists engaged in the contest is shown in the accompanying illustrations. Despite the many difficulties and possible dangers of fast riding over all sorts of highways and byways and through tracts innocent of road or path, the contest was not marred by any accidents, although it was replete with exciting incident. Seven clubs were represented among the contestants, and the inter-club spirit added to the keen interest of the competition.

The Milwaukee Motorcyclists Club is the title of an organization which has been formed in the Wisconsin metropolis, with the following officers: R. A. Alderman, president; R. D. Sporleder, vice-president; George Weber, secretary; Herman Taylor, treasurer; R. S. Sporleder, captain; F. A. Bremmer, lieutenant. A spring century run will be held on May 2.

ANDERSON PUSHING TO THE FRONT

Dane Barely Beaten in Two Exciting Events at Boston—Mishaps Mar Moran's Defeat of Butler.

N. M. Anderson, the ex-amateur champion of Denmark, who came to America early last winter, and after a few weeks' training took rank as one of the fastest professionals in the East, demonstrated that he has become a quantity to be reckoned with, at the regular Saturday meet at the Park Square indoor track, Boston, 11th inst. Although Anderson did not win either of the open professional events he gave the respective winners all they wanted to do. In the ten miles open Walter Bardgett, of Buffalo, who also has improved steadily, won from the big Dane by less than a foot, and in the half mile handicap, Anderson, from scratch, rode almost a neck and neck finish with George Wiley, of Syracuse, who started from 55 yards. The 15 miles paced race, from a standing start, went to James F. Moran, of Chelsea, who got the decision over Nat Butler, of Cambridge, after a series of accidents. Droback won the mile amateur handicap.

The paced race was rather uninteresting because of the mishaps. On the toss for positions Butler won and took the pole, but Moran caught his motor first and at two miles had gained almost a lap on Butler. The latter was not defeated, however, and he gave Moran a lively ride for a mile or so. At five miles Moran was three-quarters of a lap ahead when his tire punctured and he hit the boards. As an agreement existed that everything should count, Butler kept on riding, while Moran jumped on a sprinting bicycle and took up the chase after the veteran Cambridge man, who was then six laps to the good.

After Moran's pace-follower was fixed he dismounted from the sprint wheel and changed, which cost him a total loss of ten laps. Moran set out resolutely after Butler and had gained three-quarters of a lap when there was a crash on the backstretch and Butler and Schultz, his pacemaker, both went down. A tire on the pacing machine had punctured. Butler's bicycle was wrecked and he had to get on the bicycle that Moran had just discarded. Moran in the meantime had regained the lost laps. On the 14th mile Butler again fell and Moran finished alone.

The half mile prizes kept the second raters moving in the ten mile open for professionals. Wiley was the most ambitious and corralled seven; Connelly got five, Logan four and Anderson one. At the gun for the last mile there was considerable jockeying, Anderson finally taking the pace. In the last lap Bardgett jumped. Anderson fought hard, but the Buffalonian won by less than a foot. Root was third and Logan fourth.

Anderson was on scratch in the final heat of the half-mile professional handicap, with Root and MacLean on 30 yards, Wiley and Connelly at 55 yards, and MacLean at 60 yards. The five laps were ridden in good time, Wiley winning by inches from Anderson. MacLean was an easy third.

J. Drobeck, with a handicap of 60 yards, won the mile handicap for amateurs. J. J. McKinnon, 55 yards, was second and Fred Hill and George Cameron tied for third. The summaries:

Fifteen miles motor paced match professional—Won by James F. Moran, Chelsea. Nat Butler fell and quit in 14th mile. Time, 28:21⅘.

Ten miles open, professional—Won by Walter Bardgett, Buffalo; second, N. M. Anderson, Denmark; third, E. F. Root, Melrose; fourth, Pat Logan, South Boston. Time, 24:32⅖.

Half mile handicap, professional—Won by George Wiley, Syracuse (55); second, N. M. Anderson, Denmark (scratch); third, Hugh MacLean, Chelsea (60). Time, 1:00⅗.

One mile handicap, amateur—Won by J. Droback (60); second, J. J. McKinnon (55); third, tie between Fred Hill and George Cameron, both on scratch. Time, 2:07⅗.

Cyclists Big Losers in Chelsea Fire.

James F. Moran, Hugh and Alex MacLean and Fred White, were among the prominent cyclists who lost heavily in the $10,000,000 fire at Chelsea, Mass, Sunday morning last, 12th inst. Although Moran, who owns several houses, did not suffer loss in this direction, his large milk business was practically destroyed ,for a time, at least. Before the fire the Chelsea pace-follower had more than 400 customers; now he has less than 100. The MacLeans —Hugh and Alex, and their parents—were heavy losers. They lived in a big double house at 829 Broadway, and the boys made a desperate effort to save it, but had to flee before the flames. The house and practically everything they had was destroyed. Fred White, the pacemaker, who conducts a repair shop at 44 Fourth street, was burned out. It is reported that White lost about $1.000 in cash, which was in the place at the time. White did not believe in banks and as he was away from home at the time of the fire, he lost practically everything he possessed.

Consul-General Thackera to Join Adee.

The departure for Europe of Mr. A. A. Adee. Second Assistant Secretary of State, announced in the Bicycling World last week, marks the beginning of his eleventh bicycling tour abroad. Mr. Adee will make Paris his starting point for a tour through Southern France. Near the Swiss border he will be joined by Mr. A. M. Thackera, American Consul-General at Berlin, and Mrs. Thackera, both of whom are bicyclists. His return is scheduled for June 20.

EIGHT LAP SAUCER FOR BALTIMORE

Prince Says It is Assured and Will be in Electric Park—Brooklyn Also May Get a Track.

All doubts as to whether a new track will be built at Baltimore this spring were set at rest this week. Jack Prince, who, with Charles R. Klosterman, the National Cycling Association's representative in that city, is interested in the venture, stated that the track will positively be completed before May 30th.

Prince has a way of making broad statements, but he appeared to be in earnest this time. He was in Baltimore last week and all arrangements were then concluded. He is to begin operations immediately the six lap track at Vailsburg is completed. The lumber for the Baltimore saucer has already been ordered, Prince added.

Electric Park, the Monumental City's popular amusement park, will hold the new saucer, which is to measure eight laps to the mile. It is to be modeled after a Roman amphitheatre, with the track and seats covered. Meets will be held every Thursday night and Sunday afternoon. Sprint racing will be the feature on Thursday night, while motorcyclists and pace followers will be catered to on Sundays. This will not interfere with the meets at Vailsburg, and will give the sprinters at the latter place, opportunity to compete at Baltimore on Thursday night.

"I never have seen such a live cycling town as Baltimore," said Prince, enthusiastically. "There are about 400 riders in the city and every one is wide awake. I know they will support the game. In fact, I had trouble in getting away until Howard French assured them that I would return and build a track, so anxious were they to have a saucer right away."

With Revere Beach and Baltimore catering to pace followers, and Vailsburg, and Baltimore also, to sprinters, it would appear that the riders will find plenty to do this coming season. None of the Eastern riders have signed for either of the Salt Lake tracks and if reports are to be believed the western managers will have more difficulty in securing riders this season than they had last. There also is probability of a new saucer in Brooklyn, but if not, P. T. Powers likely will open Madison Square Garden.

Guterman Heads Harlem Motorcyclists.

The Harlem Motorcycle Club, New York City, last week elected the following officers for the ensuing year: Louis H. Guterman, captain; John F. Black, Jr., 1st lieutenant; Felix Lewin, 2d lieutenant; William L. Coursen, treasurer; Geo. Nelson Hookey, secretary; executive committee, John F. Black, Jr., Chairman; Jac Gold, Felix Lewin, William L. Coursen, Robert W. Pomerer.

A Few Cards

Thor MOTO

will show that it is "A MACHINE OF QUAL and for Ease and

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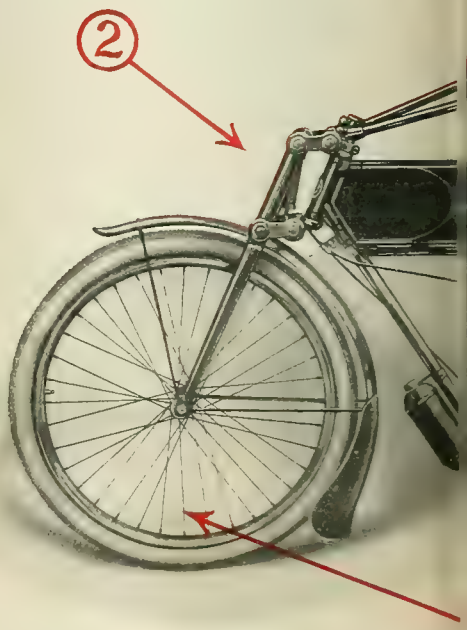
The tank containing three compartments for gasoline, batteries, and oil and oil pump is supported between the two upper bars in such a manner that it does not form a rigid connection to the frame and removes the possibility of crystalization.

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The geared transmission of the *Thor* motor saves 30% of the friction; also removes all strain from the shaft. It is ball-bearing, integral with the motor and practically indestructible.



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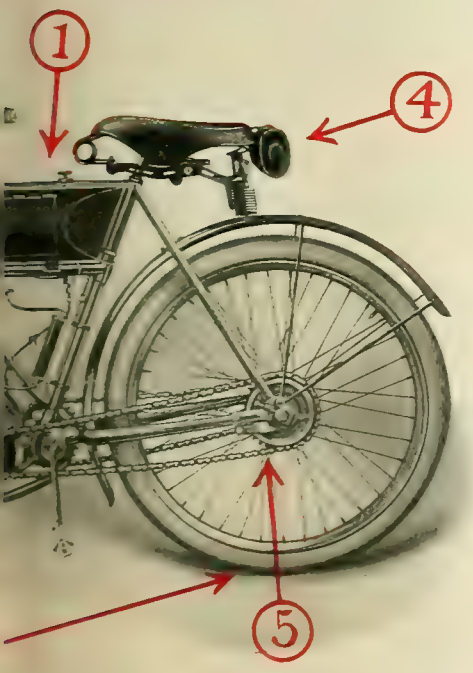
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The position of the saddles as well as the motor makes the *Thor* an ideal balanced motorcycle. The rider will sit in the proper position—not too far in front nor too far back. The motor in the loop is neither too high nor too low.

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The *Thor* Coaster Brake is extremely effective. Its mechanism is similar to that of a friction clutch on an automobile and consists of a series of washers alternately keyed to the shaft. Safety is of vital importance.

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The wheel base, general construction and design makes the *Thor* an ideal motorcycle for roadability.

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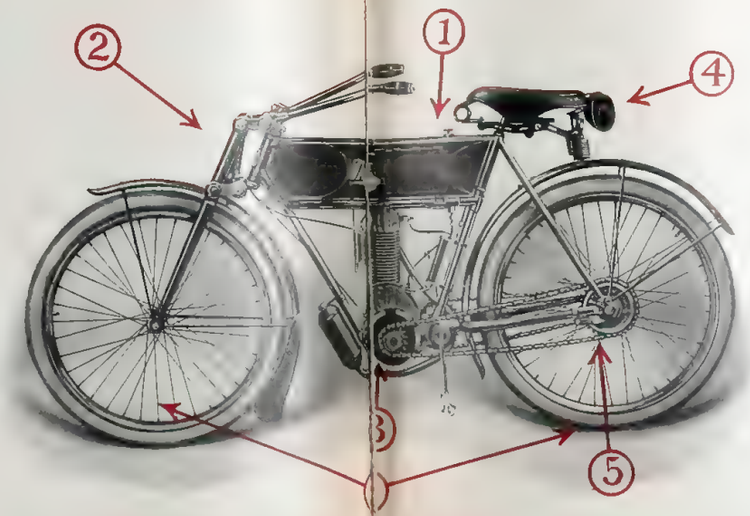
The tank containing three compartments for gasoline, batteries, and oil and oil pump is supported between the two upper bars in such a manner that it does not form a rigid connection to the frame and removes the possibility of crystalization.

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Our Spring Forks both Thor and AURORA are made on correct scientific principles. The shock from the front wheel is received by the pneumatic cushioned absorber or thoroughly tested springs and passes through them before reaching the frame. The control is simplicity itself.

3

The geared transmission of the Thor motor saves 30% of the friction; also removes all strain from the shaft. It is ball-bearing, integral with the motor and practically indestructible.



4

The position of the saddles as well as the motor makes the Thor an ideal balanced motorcycle. The rider will sit in the proper position—not too far in front nor too far back. The motor in the loop is neither too high nor too low.

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The wheel base, general construction and design makes the Thor an ideal motorcycle for roadability.

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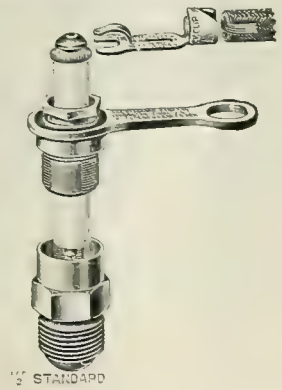
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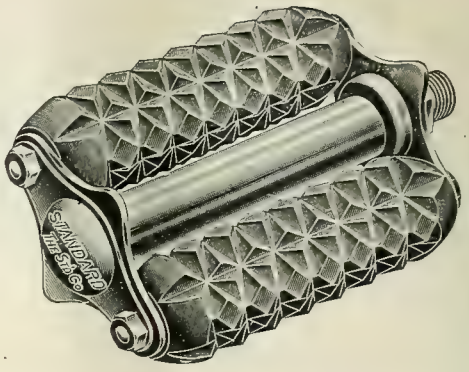
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☞ **Affords a priming cup and also a compression relief.**

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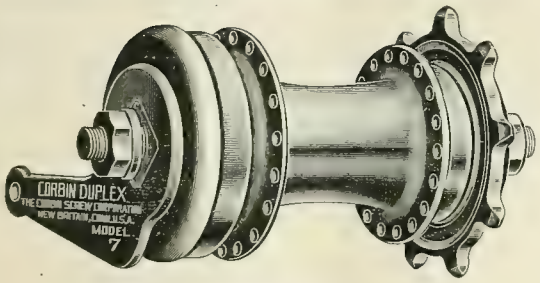


Standard No. 3 Pedal

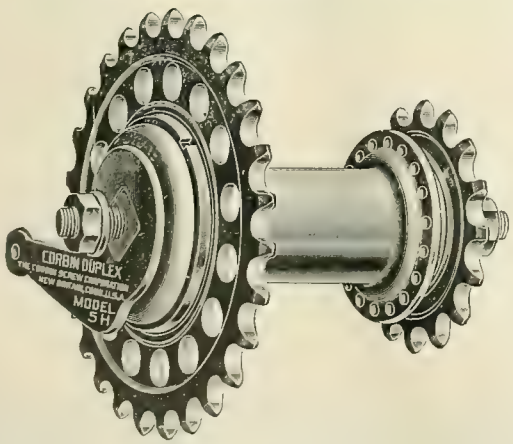
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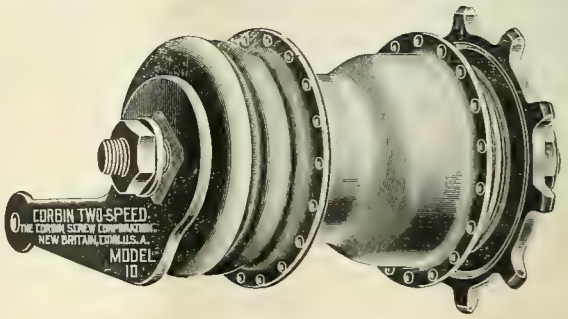
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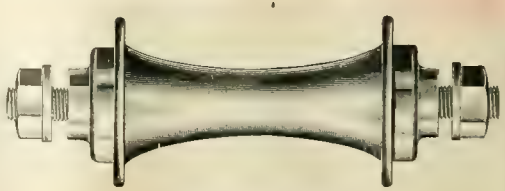


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FRONT HUB.

JERSEY DOUBLES MOTORCYCLE FEE

Non-Resident Senator Frelinghuysen Admits the Tax is Arbitrary—His Lame Attempt at a Defense.

As soon as the Governor signs the amendments to the Frelinghuysen automobile law, which have been passed by both branches of the legislature, it will cost motorcyclists—residents and non-residents alike—$2 per year, instead of $1 as heretofore, to use what are styled the public roads of New Jersey. They also will be required to carry tags, the size and shape of which will be designated by the Commissioner of Motor Vehicles. All registrations will expire December 31st of each year, instead of one year from the date of issuance as under the existing law.

Although the automobilists brought great pressure to bear against the increased fees and other provisions affecting their interests, it availed nothing. They tried hard to have the speed limit increased from 20 to 30 miles an hour and to obtain a reduced fee for tourists and other non-residents, but to no purpose. In one of his orignal amendments, Senator Frelinghuysen, whose home, strangely enough, is on Sixty-eighth street, New York, provided for a non-resident "commutation rate" of 50 cents for six days, but it was eliminated in the final shuffle.

As the ostensible purpose of the increased fees is to pay for the alleged damage done to the roads by automobiles, the Federation of American Motorcyclists pointed out to Senator Frelinghuysen that it scarcely is fair to charge that "a motor bicycle, which, entire, weighs only about as much as one of the four wheels of an automobile. does any more injury to the highways, or wears them more than any other bicycle or as much as the steel tires of horse drawn vehicles, the ruts caused by which have upset many motorcyclists," but Mr. Frelinghuysen was impervious to argument. He discountenanced also the suggestion that since the fees for automobiles were to be graduated by horsepower, it would be reasonable to let the $1 fee apply to motor bicycles and the $2 fee to motorcycles having more than two wheels. In fact, New Jersey's non-resident senator is disposed to be distinctly "cocky" and to sweep aside with scant ceremony all objections to his ideas. His attitude was made plain when, this week, a Bicycling World man sought him out at his insurance office in New York and made known his desire for information regarding the pending law.

"If you want to get a copy of the bill—" began the senator; but the Bicycling World man interrupted him and explained that he had a copy of the bill.

"Then you want an explanation of some parts of it?" questioned the senator.

"Not an explanation, but a defense," responded the interviewer. "Why are motorcycles taxed $2?" he asked.

"Because the State of New Jersey can't keep track of them for $1," responded the New Jersey senator, who lives in New York.

"Do you think it equitable to tax a bicycle, weighing about 120 pounds, two-thirds as much as you do an automobile weighing 3,000 pounds?"

"But the automobilist has to pay $2 more for operating the car," responded the New York New Jerseyman.

"Then," persisted the interviewer, "you think it about right to charge the motorcyclist two-fifths as much as the automobilist?"

"I do," responded Mr. Frelinghuysen. "Why not?"

"Because the automobilist, who makes two tracks, pays at the rate of one dollar for each 600 pounds, while motorcyclists pay $1 for about 75 pounds. By the way," suddenly remarked the interviewer, "what was the reason for the motorcycle fee—was it for weight, horsepower, or what?"

The New Jersey senator, who was, until recently, an officer of Squadron A, New York National Guard, seemed nonplussed for a moment; then he spluttered:

"Well, it's an arbitrary sum that I set and you've got to pay it if you want to ride."

"Do you mean that it was an arbitrary figure fixed merely because you had the power to do it?"

Frelinghuysen dodged the question.

"Well, I've watched motorcycles as they traveled over macadam roads," he said, "and I've observed the way the tires suck up the dust; they suck up more of it than do automobiles."

"Do you mean that motor bicycles cause more injury to the roads than automobiles?"

"Oh! I don't know. The big tires on a motor car push aside rather than suck the dirt, and they pack it instead of cutting it."

"Why was it found necessary to compel motorcycles to carry numbers when it was not necessary during the past two years?"

"Because they go scurrying around and we don't know who they are. My other bill intended to cover that also, but it was left out through an oversight."

"Why did not you retain the 'non-resident clause' whereby riders not living in New Jersey could make use of the 'commutation rate?'"

"You know as well as I do that there are more New York motorcyclists who ride in New Jersey than there are New Jersey riders. And anyway," said the senator, using a tone which indicated that the interview must be concluded, "any man who can spend $150 for a motorcycle and can buy gasolene for it, can afford to pay $2 a year for the privilege of using New Jersey roads, and that's all there is to it."

And then the senator from New Jersey turned to his New York State insurance business.

Mr. Frelinghuysen's memory regarding the tags is rather treacherous. When the law now in effect was under discussion, representatives of the F. A. M. journeyed to the capital at Trenton and participated in the memorable public hearing which occurred, and at which the motorcyclists were "double crossed" by the automobilists. At that time the bill called for exorbitant fees and for tags, both front and rear. After the hearing, the F. A. M. men chanced to meet Frelinghuysen and his wife at luncheon. He invited them to his table and discussed their wishes. When the matter of tags was brought up, one of the motorcyclists produced a picture of a couple on a tri-car, and laughingly asked Mrs. Frelinghuysen, who then was a brand new bride, how she would enjoy traveling around the country with a tag suspended from her neck. Of course, she agreed that anything of the sort would be "perfectly awful."

Some time afterward, one of the F. A. M. officials had a further interview with the senator in his insurance office—in New York—at which time he announced that the fee had been reduced to $1 and that tags had been eliminated.

"You can thank Mrs. Frelinghuysen for it," he added blandly, as he felt his empty pockets for a cigar, which, of course, was promptly forthcoming from the other fellow.

When New Jersey's amended automobile law goes into effect there probably will be a market for ten motor bicycles. It authorized the Commissioner of Motor Vehicles to employ ten $3 per day inspectors and to provide them with motorcycles or other means of conveyance.

Massachusetts Hits at Non-Residents.

If one of several important changes in the law concerning motor vehicles now pending in the Massachusetts legislature is enacted, as seems probable, non-residents will be brought more closely under the law of that State. The present law permits non-residents whose vehicles are registered in their home States to use them in Massachusetts without registration in that State for a period of seven days. If they happen to be convicted of an offense they are fined, which is as far as the present law can go; their license cannot be revoked as in the case of residents; nor can any other penalty be invoked. The new bill adds to the section of the law relative to non-resident motorists the following clause: "But if any such non-resident be convicted of violating any provision of the laws of this Commonwealth relating to automobiles and motorcycles and to the operators thereof, by any court or trial justice, whether or not be appeals, he shall thereafter be subject to and required to comply with all the provisions of this act relating to registration of motor vehicles and the licensing of operators thereof." In other words, if an operator of a non-resident motor vehicle is convicted in a police or district court of overspeeding he must forthwith take out a Massachusetts license and registration.

MOTORCYCLES IN CARNIVAL ARRAY

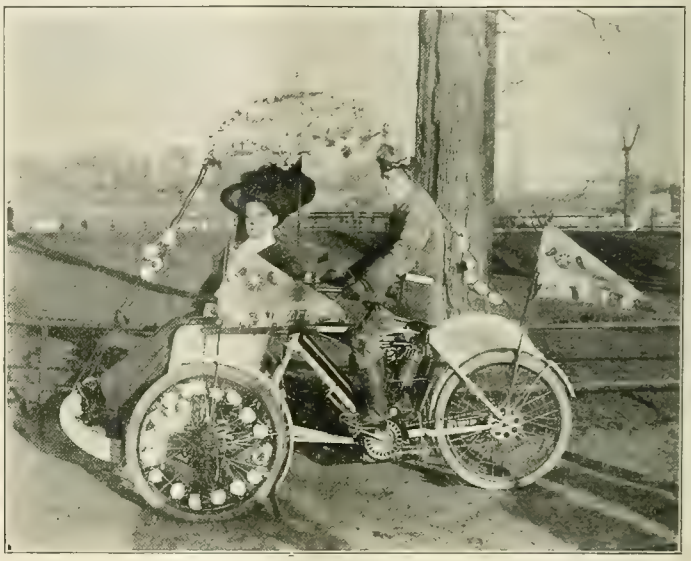
Decorated Tri-Cars that Constituted an Attractive Feature in New York's Big Night Parade.

Generally speaking the inner sadness of the "morning after" any sort of jubilation is plainly apparent externally. It is plain to see that such was not greatly the case with at least two of the post-entry tri-cars which figured in the recent automobile carnival in New York City. These two pictures were taken next morning and though the machines are shorn of the score of tiny electric lights which pricked off their outlines in variagated colors at night, and possibly some of the flowers as well, the daylight brings out to even better advantage the finer contrasts of the decorations.

The picture at the left shows F. B. Widmayer's Indian tri-car with its floral arch over the passenger's seat, topped by a parasol and stayed from the rear by a supporting framework, also garnished with flowers and numerous little sons of "Old Glory." The white car in the other picture—also an Indian—is that of M. T. Sullivan, and is seen to be decorated on the same general plan as the first, but with totally different effect, owing to a slightly different method of treatment. During the parade, the umbrella was covered with a solid mass of roses. Many of these had disappeared by morning, as is also true of some of the garniture of the other machine.



F. B. WIDMAYER'S TRI-CAR, OPERATED BY GEORGE RUCH



M. T. SULLIVAN'S TRI-CAR WITH SULLIVAN "UP"

Motorcyclists Offered Choice of Runs.

Two divisions will comprise the annual spring run of the New York Motorcycle Club, on Sunday, May 10th, the first going to Southampton, 100 miles, and return and the second to Patchogue, L. I., 50 miles and return, completing, respectively, a double and a single century. Both divisions will start from Bedford Rest, Brooklyn, the first at 6 a. m., and the second at 9 a. m. Participants in the first division finishing in less than 12 hours, and in the second divison n less than 6 hours, will be disqualified. Survivors in the first division will receive a silver medal, and those who complete the single century will get a bronze medal. Entries are being received by Captain A. G. Chapple, 2234 Broadway, New York City. It is likely that the club will hold its hill climb on May 30, as usual.

Stole a Motorcycle and Landed in Jail.

Because of his bad habit of "dead heading" rides on motorcycles and even automobiles, which he discovered standing unattended by the curbing, Herbert Lee Dibble, a tramp printer, has been sentenced to six months in the house of correction at Milwaukee, Wis. The specific charge which finally landed him in the toils, was that of taking "French leave" of a motorcycle belonging to Frank Ormsby, an employe of the Marshall Field Co., of Chicago, some months ago. After enjoying his ride upon it, he shipped it to Chicago where he confided it for safe keeping to a pawnbroker. He owned up to an irresistible desire to ride in all sorts of power driven vehicles, regardless of their ownership, at the time of his sentence. Some delay in securing his appearance at the Wisconsin bench of justice had been occasioned by his incarceration at Evanston, Ill., on a little matter of forgery.

What Comes of Looking Backward.

While trying to ride one way and at the same time watch the antics of his brother, who had just collided into a street car, a Philadelphia motorcyclist rejoicing in the inquisitive name of Seeker was run over by a teamster and both he and his machine were trampled upon. Charles, the older brother, was more or less seriously injured but the Seeker who emulated Mrs. Lot escaped with a few bruises. His machine was badly bent.

RIDERS COY TOWARDS SALT LAKE

Signs of Eastern Activity Make Them Reluctant to Sign—Australian Riders Already Enroute.

Judging by reports from Salt Lake City Iver Redman and J. M. Chapman, managers respectively of the Salt Palace saucer that is and the Salt Air saucer that is to be, are having some difficulty in securing riders for the forthcoming season. A number of the local men already have signed, but others are holding off, to await developments in the East.

The publicity man for the Salt Lake tracks is "on the job" with both feet and hands. It was announced in a Salt Lake paper last week that Redman had signed Lawson for the season, his contract calling for two meets a week. This was thought strange as Lawson already had signed to ride at Vailsburg, and a few days later the former world's champion made known his intentions by stating that he would start for the East on Sunday (to-morrow). The same paper also had it that "Frank Kramer doubtless will ride in Salt Lake." He doubtless will not, for the same reason that Lawson will not. It is not expected that "Major" Taylor will go to Utah. At present the Worcester negro is figuratively "betwixt the devil and the deep blue sea." He has a good offer from Europe, but would prefer to ride in the East if there are sufficient week-day meets to make it interesting.

Floyd McFarland, A. J. Clarke, Harder, Thomas, Gascoyne, and Davies are expected in Salt Lake by May 20th, but whether they will stop there remains to be seen. McFarland has not signed yet and he may see his home in the East. It is understood that Clarke has signed for Salt Lake, but the other Australian riders of course have not bound themselves. W. "Pedaller" Palmer already is there.

VAILSBURG OPENING POSTPPNED

Weather Interference with Work of Construction Causes Change of Date—Plans Promise Fast Track.

Rain has interfered with building the new six lap track at Vailsburg, Newark, N. J., to such an extent that the new saucer will not open on Sunday, May 3d, as had been planned. Unless a serious set-back occurs the board track will be ready for riding about May 1st, and the first meet will be on Sunday, May 10th. This will give the riders time to familiarize themselves with the turns.

Only a portion of the old four lap board track remains standing to-day, that being the back stretch and a portion of the upper turn. This will be left standing, for besides forming a protection for the new track, it will serve as an extra fence to keep small boys from witnessing the meets without the formality of first purchasing tickets.

Jack Prince, who has the contract for building the new track, said Thursday that the supporting joists. The work of laying level stakes are driven and that he will start on Monday with a gang of carpenters to set the supporting joists. The work of laying the strips, or the surface, will begin next Wednesday afternoon or Thursday morning. From then the track will grow like a mushroom.

Unlike the old track the strips will be laid on edge and not flat, making a faster and more substantial saucer. The strips will be of spruce, one by two inches. Prince is conceded to be the best track builder in America, and he is endeavoring to make this the fastest track of its kind in the country. It will measure 140 feet in diameter from the pole line, and 331 feet from bank to bank. It will be 25 feet in width. The turns are to be banked to 42 degrees and the stretches 15 degrees at the lowest point. The short distance between the home and back stretches, and consequent long stretches should produce exciting finishing sprints.

There is no doubt that Vailsburg will have enough riders to make the meets interesting. It is understood that several crack amateurs will turn professional and with the large field now at Boston there should be no dearth in this direction. The indoor track at Boston will close for the season on Monday, 20th inst, when the Patriot's Day meet will be held, following which the riders will come to Vailsburg. Manager Nat Butler will move his family to Newark next week.

Despite the press notices sent out from Salt Lake City that Iver Lawson has signed to ride at the Salt Palace saucer under the management of Iver Redman, it positively can be stated that Lawson will ride at Vailsburg. Regardless of whether he has signed with the Salt Lake promoters he has a contract with the Vailsburg management and will be forced to fulfill it. National Champion Kramer is already training on the road and expects to be in condition for the opening meet. As a change of exercise the East Orange crack helped drive the stakes several days last week.

Schudt an Easy Winner at Rochester.

Fred Schudt seems to be the king pin of the flat floor acrobats up at Buffalo. Schudt has been winning nearly everything in the armory races this season. His latest victory was at Rochester, N. Y., Saturday, 4th inst., when a bunch of Bisons—Schudt, Delling, J. H. and Joe Tanner, Arenz and Bauman—decided to show the Rochester boys how to ride. They did. Only one Rochester rider managed to show and that a third in one race only. Schudt captured both events easily with yards between himself and Delling, who was second in both. In the one mile handicap G. Moore of Rochester was third, and the place in the two mile open was won by Arenz. The time for the mile was 2:43⅕, and for the two miles event. 5:41.

Cycling Westward to Seek New Home.

Frank Garrett, a Chicago grocer, is cycling into the great west which lies beyond the Windy City, on a schedule which is laid out to carry him to the Pacific coast. He says that for the last twenty of his forty-five years of life, he has not had sucicient exercise, and he proposes to make up for lost time in this way. Meantime, Mrs. Garrett is looking out for the store with the aid of the little Garretts, and will continue to do so until the lord of the household shall have spotted out a new location for the business. This, it appears, is merely a side issue to the journey.

Contest in Turn Verein's Election.

At the annual election of the National Turn Verein Wheelmen of Newark, Ernest Jokus was elected captain by unanimous vote, but there were contests for every other office. The election resulted as follows: First lieutenant, Benjamin Neuschaefer; second lieutenant, Charles Braun; first sergeant, John Brennan; second sergeant, Harry Gottschalk; first bugler, Edwin Heer; second bugler, William Selzer; quartermaster, George Walkenburg; club colorbearer, John Eberle; national color bearer, Charles Wegans.

Nonogenarian Cyclist Rides Every Day.

Beyond a doubt the captaincy of the aged cyclists' league should go by right to Dr. Jesse C. Green, of West Chester, Pa., who, at 90 years of age is still active and not simply practices regularly at his profession of dentistry, but rides his bicycle daily as he has done for many years. Dr. Green has just been re-elected treasurer of the West Chester fire company and is entering upon the duties of that office for the 59th time.

NEW TITLE FOR VANDEN DRIES

He Captures the Military Athletic League Championship—Also Breaks the Two Miles Armory Record.

William Vanden Dries, the crack rider of the New York Athletic Club and the Twenty-second Regiment, now has a new title to his credit. Young Vanden Dries, who comes from a family of racing cyclists, showed his calibre last winter when he won the only National Cycling Association championship, held in Madison Square Garden, two days before the six days race. Vanden Dries won the title of Military Athletic League champion on Wednesday night, 15th inst., by capturing both the one and two miles soldier championships.

The annual championships were decided on the floor of the 22d Regiment armory, New York City, and by winning both bicycle races, Vanden Dries materially helped his regiment win the all-around military championship, which is decided by points made in the various events. Vanden Dries showed surprising form and defeated Louis J. Weintz, of the same regiment, by less than a wheel in both events. Weintz, who is under suspension by the governing body, was allowed to compete in the championships, under special permit. He has been "pulling corks" all along the Coney Island cycle paths this spring, and the prediction was freely made that he would run away from Vanden Dries. Such proved not the case, however.

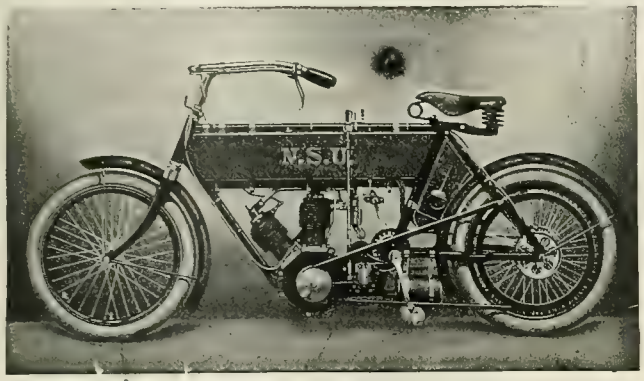
The mile championship was run in two heats and a final. The first went to Weintz, of the 22d, with Owen J. Devine, 13th Regiment, second. Time, 2:35⅘. Vanden Dries beat C. Carmen, of the 13th, in the second heat, the time being 2:37. These four riders lined up for the final heat and VandenDries won by less than a wheel after an exciting sprint with Weintz. Devine beat Carman for the place. Time, 2:29⅘.

Besides winning the title in the two mile championship Vanden Dries had the distinction of breaking the military record of 5:11⅖, made last year by Devine. Vanden Dries sliced 12⅗ seconds from the old mark, covering the distance in 4:58⅘. Weintz was again the runner up in the two miles contest, and third place was secured by F. Elliott Adams, also of the 22d. The summaries:

One mile championship—First heat won by L. J. Weintz, 22d; second, C. Carmen, 13th. Time, 2:35⅘. Second heat won by W. Vanden Dries, 22d; second, Owen J. Devine, 13th. Time, 2:37. Final heat won by Vanden Dries; second, Weintz; third, Devine. Time, 2:29⅗.

Two miles championship—Won by William Vanden Dries, 22d; second, L. J. Weintz, 22d; third, F. E. Adams, 22d. Time, 4:58⅘ (armory record).

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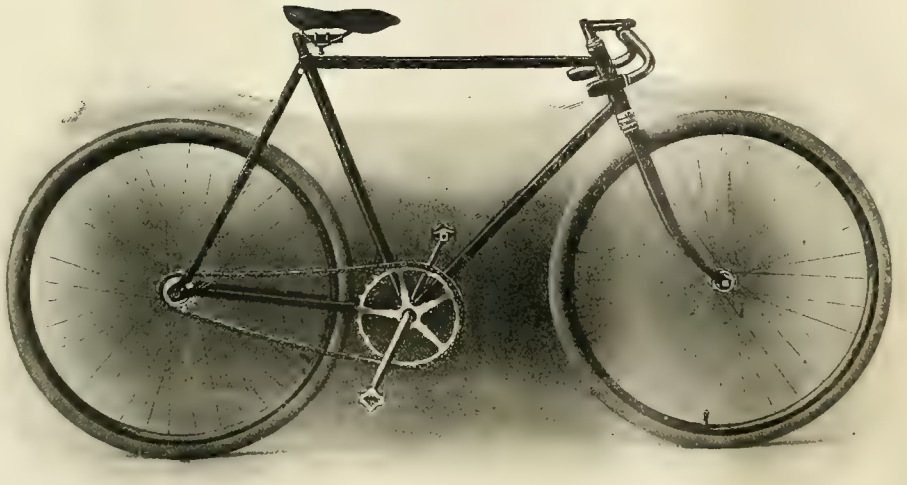
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SOME CONFESSIONS OF STUPIDITY

The Experienced Motorcyclist's Symposium on Foolish Past Performances—Origin of Symptoms that Puzzled.

"Supposing we hold what might be called a 'past performance' meeting to-night," suggested the Experienced Motorcyclist. "Some of you have good naturedly criticized me for monopolizing the conversations at our sessions, and I'll plead guilty to the charge, but I'll claim 'extenuating circumstances' as usually it would be a Quaker meeting if I didn't talk, owing to the fact that all of you, except the Youngster, sit here like a lot of dummies, and what he says is of no more interest than what he thinks. Am I right, Youngster?"

"As near right as usual," responded the latter. "But what do you mean by 'past performances' how fast we've ridden between here and there? I remerber one—" But he got no further, as the audible proof of disapproval was convincing that "tall stories" of speed were not in order.

"No," said the E. M., "what I mean are instances that have happened to us, or that have come under our observation, 'touchin' on or appertainin' to' the general subject of the utter helplessness of some motorcyclists, even of those who have done a good deal of riding. I'll start the ball with Past Performance No. 1.

"A number of us had been out for a ride and had pulled up at a roadside inn for dinner. The place we stopped at was well known and popular and we found other riders there and more came while we were waiting. In a group of four, who rode in together, was one, whose machine was up to date and apparently in good order save for one thing. I noticed that his gasolene was leaking. The fuel was not running out; 'oozing' better describes it, for the tank seams were wet and occasionally you could see a drop as it formed and fell. It was apparent that the owner knew of the leak, as he wiped off the tank with a piece of waste, before coming on the porch where we were. As he passed me I asked him what was the matter."

"'Nothing much,' he replied. 'Just a tiny leak in a seam; it's been that way ever since we started, but I haven't had a chance to get it soldered."

"Why don't you soap it? I asked." And then I found he had never heard that soap would serve as a temporary seal. I learned later he had been riding for two years or more. That's what I call helplessness."

"May I speak?" queried the Youngster, and without waiting for a reply, he continued: "Unlike our friend the E. M., I'll be truthful and instead of ascribing my tale to some indefinite mortal, will be frank in saying that I was the ass concerned. One day, while riding, the machine emitted all sorts of ferocious noises; it appeared to grind and knock and rattle until I thought that may be I was going to lose the cylinder head; of all the infernal rackets I ever listened to, that was the worst; in fact, the noise was so terrific that the attention of passersby was attracted and I dismounted rather than to continue riding a machine that made the journey so conspicuous. After a wait of a few minutes a friend rode up and offered to help me. I suggested broken connecting rod, loose crank, disconnected fly wheel, and all sorts of things. He looked at the machine, laughed, and showed me that all the trouble was caused by a loose driving chain, so loose that it was climbing the sprockets and raising a noise that seemed to come from within the cylinder—that was all."

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DETROIT

"My experience was as foolish as that," said another of the riders as the Youngster concluded his narrative. "It was a beautiful day, and the streets were in fine shape; it had not rained recently, but the sprinkling carts had been out making the roads more or less wet. I had ridden some distance when the machine seemed to be losing power. I found that it became necessary to use the throttle to maintain the speed that was usual when using only the spark; at last I could scarcely make any headway, and when an examination of the batteries, valves, springs, connections, etc., revealed that all were in perfect order, I confessed myself 'up against it,' and wondered what was the trouble. When I tried to push the machine, I discovered the cause of it: a solid mass of mud had packed between the mud guard and the tire and served as a powerful brake. I had accumulated it as I rode over the sprinkled streets until eventually enough had been packed in to hold the wheel and it was packed so tight that it was a hard job to displace it, even when I employed a stick for the purpose."

"My contribution to the discourse is much in the same line as the others," remarked the next speaker, "though my trouble was easily remedied when it was found. The incident is almost too absurd to be believed, yet, take my word for it, it is true. Once while riding I was subjected to all sorts of annoyances because I couldn't advance my spark lever more than half the distance it should go. I fussed and fumed while I searched for the trouble. I was pretty sure that it was down in the commutator box and believed that possibly some disarrangement of the cam was responsible, but I could find nothing there. If you'll stop and think of that idea for a minute you'll realize how absurd it was, yet to me it suggested itself as quite possible. Well, to make a long story short, the nut holding the lever had tightened and the lever would move only a short distance in consequence, and then only by exerting quite some strength."

"One day," said the Experienced Motorcyclist, who had been an interested listener, "I was visiting a large toy factory. In company with the owner I was going through the plant, and, noticing that the toys were the same type and style as those with which I, as a boy, had amused myself, I mentioned it to him. 'Why don't you get up something new?' I asked him. 'These are awfully old; I played with these things and I presume my father did, too.' 'Very likely,' he replied. 'But always there are new children.'"

"What's that got to do with the subject we're talking about?" asked the Youngster.

"Merely this," the E. M. answered. "The confessions of stupidity that have been heard here to-night need not embarrass any of us. While it is true that we will not do the same things again, yet others, as the occasions present themselves, will be just as helpless as we were and will in turn do the foolish things that we have done. Longfellow wrote 'Look not mournfully into the past; it comes not again.'"

"Yes," chirped in the Youngster, "and the rest of it is, 'wisely improve the present; it is thine, and go forward to meet the future with a strong heart and with manly courage,' and that's us," he concluded sententiously.

Condensed Hints About Lubrication.

Oil is cheaper than repairs.

An ounce of oil is worth a pound of regrets.

A squeak is an enemy and oil is an enemy of a squeak.

Oil in an engine is a good thing; oil on it is an abomination.

Too much oil is better than too little, but just enough is best.

Oil cups that refuse to feed properly should be cleaned with kerosene.

Good quality cylinder oil will take the "fire" out of the burn from a hot muffler.

G & J TIRE LOSES ON APPEAL.

(Continued from Page 114)

cesses, and are secured therein by the pressure of the contained compressed air when the tire is inflated substantially as hereinbefore set forth."

Claim 3 shows that Golding used a sheath and an inner inflatable tube.

This patent was purchased by the appellant soon after it was issued, and owned by it down to the time it expired.

The first Jeffery patent in suit, No. 454,115, is for an improvement in wheel tires, and "is designed to provide improved means for protecting a rubber wheel tire, and is particularly designed and adopted for an inflation tire—that is to say, a tire having a core composed of an elastically expansible tube, which is inflated by air or gas and distended thereby to some extent, the air or gas being under such tension that but for a restraining or enclosing sheath such core would be liable to burst."

The inflated core or elastically expansible tube, encased in a restraining sheath of the Dunlop patent is the same in the Jeffery patent. The improvement of the latter, among other things, over the Dunlop extends to the device for attaching the tire to the rim of the wheel. This, in the description, we find is a "rim" provided with hooked edges. "The hooks may be turned either inward or outward. . . . The tire sheath is provided with corespondingly hooked edges. . . . . Ordinarily the entire sheath will be made of canvas or similar woven fabric comparatively inelastic, and in that event the hooked edges will be stiffened with caoutchouc or India rubber, or they may be vulcanized if the sheath is made of suitable substance to endure the temperature. . . . On some accounts the hooks on the rim are preferably turned outward, chiefly because the center of the body or inflatable core is thereby rendered free from the irregularity which the hooks form when they are turned inward. On the other hand, the liability of the sheath hooks to be pulled out from the rim hooks by the expansive tendency of the core when inflated is somewhat less when the hooks are turned inward; but practically the two methods are about equally desirable." In either case, it should be observed that the hook is open toward the axis, and it is preferably approximately in the direction of a tangent to the inflatable core, so that the expansive tendency of the core will tend to draw the hooks into close engagement.

This improvement in the attachable device, which the patentee has designated "hooked edges," both on the rim and on the tire, is variously stated in claims 1, 2, 3, 4, 5 and 6, which claims the defendant is charged with infringing. They are as follows:

1. "In combination with the rim having recesses open toward the axis of the wheel, the tire-sheath having its edges reversed and engaged in such recesses, and the elastic expansible core between the rim and sheath, substantially as set forth.
2. In combination with the rim having hooked lateral edges, the tire-sheath transversely flexible and having hooked edges which detachably engage the hooked edges of the rim, substantially as set forth.
3. In combination with the flexible tire-sheath having rigid hooked edges, the rim having hooked edges to engage those of the sheath, substantially as set forth.
4. In combination with an inflatable core, the rim in which such core is seated, having its edges reversed to form hooked flanges approximately tangential to the core, and the flexible sheath for such core, having its edges engaged in such hooked flanges substantially as set forth.
5. In combination with the rim having hooked lateral edges, the flexible sheath and rigid strips about which the lateral edges of the sheath are wrapped inserted with the enwrapping-sheath edges within the hooks at the edges of the rim, substantially as set forth.
6. In combination with the rim having hooked lateral edges, the flexible sheath and rigid strips about which the lateral edges of the sheath are wrapped, such strips being folded with the enwrapping sheath to form rigid hooks at the edges of such sheath, such hooks being engaged with the hooks at the edges of the rim, substantially as set forth."

It will be seen that the attachable device in this patent is the "hooked connection" of the sheath and tire edges. The patentee says: "the rim is provided with hooked edges," and, as said by the court below, these hooks on the rim are "doubled back U shaped, so as to form recesses and permit engagement in such recesses of corresponding hook points on the hooks of the sheath." This hook is open toward the axis and is "preferably approximately in the direction of a tangent to the inflatable core so that the expansible tendency of the core will tend to draw the hooks into close engagement."

The complainant never manufactured tires with the attachable device described in its patent No. 454,115. It was found to be, to say the least, an objectionable means of attachment, and no tires were manufactured as therein described, but the complainant modified its form of attachment by changing the device from a hook, with its opening toward the axis, to a projection of the rim more nearly parallel to the flat surface of the rim, and changed the angle of the hook on the tire more nearly to that of a flange to correspond with the tire. This is the form of the appellee's device, and if the hook shaped attachment described and claimed in appellant's patent No. 454,115 includes the form appellant has used down to the present time, then the appellee has infringed, because the latter is using the same kind of attachable device used by appellant, but the appellee claims both are using the device described in the Golding patent, which has expired and was public property before appellee began to use it.

When Jeffery patented his hooked device set forth in No. 454,115, the field had been well covered, and if he had made his claim sufficiently broad to include "an extension of a rim partly or nearly parallel with the flat portion of the wheel with the flange on the tire to correspond, such as both parties here are using, he would have invaded the domain pre-empted by the Golding patent, of which the "edges of the rim are bent round and brought a short distance toward each other and nearly parallel to the flat surface of the rim, thus forming an inner recess . . . for holding the projecting flanges of the tire, . . . The tire is made to fit the rim rather tight . . . and the flanges spring into the recesses." So that the Jeffery patent can only be sustained by a construction restricting it within the narrow limits of the hooked device which "opens toward the axis," and cannot be extended to a flange "nearly parallel to the flat surface of the rim," and so construed, it is not infringed. It will, therefore, be unnecessary to consider the question of the patentability of Jeffery's improvement.

The conclusion of the court below that the second patent, No. 558,956, was not infringed, we also think is correct, and we cannot do better than to quote the language there used.

"The second patent is No. 558,956, issued April 29, 1896, for a wheel tire, claims five and ten of which are alleged to be infringed. Respondent defends on the ground of non-infringement. We are of the opinion the defense is sustained. The subject matter of this patent, its late date in the art, and the close differentiations required to obtain the narrowly limited claims in question indicate the patent was restricted to a comparatively narrow field of improvement. The specification states: 'This invention relates to tires having inflatable cores; and it consists in the character and construction of the inclosing sheath and the mode of securing the same to the rim.' The character and construction of the proposed sheath are specifically shown. No novelty was suggested in the rim. Its construction for the broader type of the device is: 'The rim is a hollow rim made in familiar manner from tubing . . . . having the outer side transversely concave to form a seat for the tire.' A special form is suggested: 'For the purpose of adapting it to receive my improved tire the rim is preferably formed with the peripheral channels A-1 A-1 in the outer or concave wall; but these are not essential to my invention considered in its broadest phase. Their use, when present, will appear from the further description.' The lateral portions of the sheath the patentee made of folded canvas or other web, joined at the folded edges to thread or rubber of sufficient thickness to stand wear and 'sufficient elastic flexibility to adapt it to yield with the core, and having also tensile elasticity. So that the sheath which comprised it as the middle section is transversely extensible to a slight degree.' The purpose of this extensibility was to adapt the sheath for use with either an inflatable or non-extensible core. At the outer end of the folded canvas, hooks or buttons were placed and in the rim at corresponding distances were put engaging eyelet holes or buttons; 'said eyelet holes or button holes being formed in the channels A-1 when the rim is made with such channels.' Then the core is inflated, 'its high tension being exerted in all directions tends to draw the hooks securely into the respective holes in the rim and effectually prevent dislodgemnt.' Of this button connection, which the patentee evidently regarded as the substantial feature, 'in the character and construction of the enclosing sheath and the mode of securing the same to the rim,' he says: 'The use of the buttons or hooks, in lieu of any continuous fastenings, affords the advantage of detachability for short distances without detaching the entire edge or even any large section of the edge, and as compares with familiar advantage that the fastening need not even be relaxed or slackened anywhere except at a point where it is desired to completely detach in order to get access to the core.'

make the fastening still more secure the patentee suggested an additional element, which it will be noted forms an element in the claims here in controversy. It is thus described: 'It is not a necessity that the lateral pieces C,—that is, the canvas of web sides—terminate at their lines of reinforcement or attachment to the rim, and, on the contrary, one or both of them might be extended farther under the inflatable core, so as to rest between said core and the rim and form a lining for the seat of the core in the rim; and such extension adapts the sheath to be held more firmly in its place by the inflation of the core, and such inflation, holding the inwardly extended edge of the sheath firmly seated between the core and the rim, keeps the beads formed by the core c'—an alternative construction of strengthening cord placed in the folded edges of the web—'in the grooves or channels A-1 of the rim and makes them assist materially in holding the sheath from spreading when the core is inflated.'

The limited side type is described in claim two, which reads as follows: 'The rim and an inflatable core combined with an envelope or sheath for the core parted under the core and fastened to the rim at two peripheral lines, one on each side of the place of parting, and detachable from the rim at one of the said lines of fastening; said sheath having its lateral portions flexible, but not laterally extensible, and its middle portion, including the thread, elastically extensible; substantially as set forth.' And the extended side in claim five, which is for: 'The rim and an inflatable core combined with an envelope comprising a thread of cushioning substance and lateral portions composed of textile fabric which are joined to the rim at two peripheral lines, and extend inwardly from said lines underneath the core between the same and the rim in the plane of the pressure radial with respect to the wheel, which is experienced by the thread and exerted by the inflation of the core; whereby the pressure of the load operates on said inwardly-extending fabric portions of the sheath to hold them seated in the rim; substantially as set forth.' And in claim ten, which is for: 'In combination with the rim having peripheral grooves, in the tire seat, the inflatable core and envelope for the same rifted at the inner side to admit the core to permit the removal, and comprising a thread of cushioning, respectively, with beads adapted to engage the grooves of the rim, and extending inward from said beads to the rift; whereby the inflation of the core presses such inwardly extending marginal portions of the sheath against the rim between the places of the beads; substantially as set forth.'

In the respondent's device, however, the sheath ends with its two peripheral side connections with the rim. No theory or ingenious contention can change that fact, and fact, not theory, is the test of infringement. Accordingly we hold respondent does not infringe."

The decree is affirmed with costs.

Filed, April 1, 1908.

More Inventors of Bicycle Boats.

At present there is considerable activity in the matter of inventing bicycle boats. The two names most recently placed in that particular niche in the Hall of Fame which is reserved for those who labor to remove the "silent steed" from its native element to another, are those of A. G. Wilkins and Dr. J. L. Henry. Wilkins resides in Sandusky, Ohio, and Dr. Henry's efforts have been outlaid in Watsonville, Cal. The latter has invented an adaptation of the ordinary bicycle whereby it is supported and propelled in the water by means of a series of "small boxes" which revolve as the pedals are turned. Wilkins, who claims the distinction of being the originator of the shoe-button fastener, is responsible for a vehicle—or vessel—of the catamaran type, which in its normal size is called a water cycle, and in a larger edition is known as an "auto-catamaran." In both types the system of propulsion involves the use of a number of paddles running through the water with a straight pull, and capable of exerting a tremendous amount of energy in propelling the device along its aqueous pathway.

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Bold Operations of Bicycle Thieves.

Although inquiry at New York police headquarters failed to disclose that even one bicycle had been stolen, Franklyn Fisher and A. G. Armstrong both are in position to testify to the contrary.

The theft of Fisher's bicycles—he is minus two of them—was unusual. He kept them in the basement bin in the apartment in which he lives and had them chained together. A woman who lived in the first floor apartment saw two men lugging the bicycles up the stairs and place them, still chained together, in a wagon standing at the curb. She told the janitor, but the thieves managed to make their escape before he got into motion. Fisher reported his loss to the police, but has not thus far recovered the mounts. One was a Hudson and the other an old Quaker racer. A quantity of tools also disappeared at the same time.

It is also reported that A. G. Armstrong had his famous Columbia taken without asking. As the bicycle was fitted with 28-inch wheels, 8-inch cranks, Ramsey swinging pedals and his own patent tires, Armstrong has hopes of recovering it. Several other losses by theft have been reported but thus far the police seem to have no record of any complaint having been made at headquarters concerning them.

Two Road Races for First Sunday in May.

The National Cycling Association's new road racing rules will have their first trial on Sunday, May 3d, when two races will be run, one on Long Island and one in New Jersey. The Stroud Wheelmen's annual record run from Camden to Philadelphia, 60 miles, will take place on that date and the help of that worker, George W. Robb, as chairman of the race committee, guarantees success. The prizes will consist of bicycles and accessories. A complete prize list for the 10 miles handicap to be promoted by the International Cycling Association at Valley Stream on May 3d was made public this week. There will be 15 place prizes, headed by a bicycle donated by the club. Among the other prizes are tires, lamps, coaster brakes, saddles, chains, pedals, handle bars, bells, racing wheels, shoes, etc. The five time prizes are headed by a gold watch.

Date for C. R. C. of A.'s Spring Century.

Sunday, May 17th, has been selected as the date for the 12th annual spring century run of the New York State Division, Century Road Club of America. The slow division will start from Bedford Rest, Brooklyn, at 6.30 a. m., and the fast division will leave at 8 o'clock. Herman H. Hintze will command the "crawlers" and Fred E. Mommer will keep the fast riders in motion. The route will be from Bedford Rest to Coney Island, Richmond Hill, Freeport, Smithville, Hicksville, Massapequa, Hempstead, Valley Stream and the finish. Entries are being received by Harold E. Grupe, 53 Fulton street, New York City.

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CORRESPONDENCE.

(Continued from Page 118)

parently move along the circumference of the ring until the primary current was broken at the commutator. As the speed was increased the first spark occurred later and later and split up into a number of sparks. These became more widely separated on the circumference of the ring and the later sparks disappeared one after another as the speed was increased. This apparatus illustrated very graphically that as the speed of a motor was increased, if a vibrator coil was used and the setting of the commutator not changed, the spark was actually retarded in the cylinder. The commutator would therefore have to be advanced to make up for this retard as well as for the advance in the point of ignition necessary for the increased speed. As the only means of setting the model in motion available was by means of a crank geared up, a speed of 1,000 r.p.m. could not be attained, but nevertheless the spark retarded about 45 degrees and thus illustrated the point for which it was designed. During a discussion of the paper which followed its reading among other points brought up was the matter of lag of non-vibrator coils. Mr. Heinze said that while there was some lag, yet it was much less, but that he had no data immediately available on the subject.

The society visited Mr. Heinze's factory at Lowell and among other interesting things were shown a four cylinder automobile engine rigged up for testing, to which was attached a modification of the device shown in your Fig. 4. This enabled one to determine just when the ignition spark occurred inside the cylinder under actual working conditions. It was with this device and not with the model that Mr. Heinze determined that at 1,000 r.p.m. only ten degrees of actual spark advance in the cylinder could be used to advantage.

This would mean an advance at the commutator of 50 degrees, that is 90 degrees for coil lag plus 10 degrees for actual spark advance, making a total of 100 degrees, this being divided by two, as the commutator only turns at one-half the speed of the crank shaft.

That there is a certain amount of lag even with a non-vibrator coil is proven by the fact that a motorcycle can, when fitted with a magneto, have its spark point fixed and be started and run at quite a range of speed without much inconvenience, while this is impracticable to any such degree with a non-vibrator coil and battery ignition.

As regards the range of spark advance allowed on automobiles: I have seen many on which the commutator can be moved through 90 degrees, which is equivalent to 180 degrees of crank motion; part of this motion is to permit great retarding of the spark to make starting on the spark in the case of a four cylinder motor more certain. In the case of motorcycle circuit breakers, 45 degrees of advance does not seem to be uncommon.

HAROLD H. BROWN, Boston, Mass.

Holder of the One Hour Paced Record.

Editor of the Bicycling World:

I will esteem it a favor if you will inform me the world's record for one hour on a cycle, paced by motors, giving me holder, date and place—Paris, I think. I have tried to get this information all over the city, but without success. I desire the information to settle a little argument between a friend and myself.

G. LITTLE, St. Louis, Mo.

[Record is 59 miles, 30 yards; made by Guignard, at Munich, Germany, July 30, 1906.]

Headlight Glare Causes a Collision.

Blinded by the glaring headlights of an approaching automobile, an unknown bicycle rider collided with the machine ridden by 8-year-old Walter Cameron, at the corner of Third and St. James streets, San Jose, Cal., recently, with painful results to the lad. An amusing result of the incident was that a motorcyclist, also unknown, who had just met and passed the automobile, hearing the crash of the colliding bicycles and supposing that the car had run over the boy, turned about and gave chase into the darkness. What happened when he overtook the machine is not on record.

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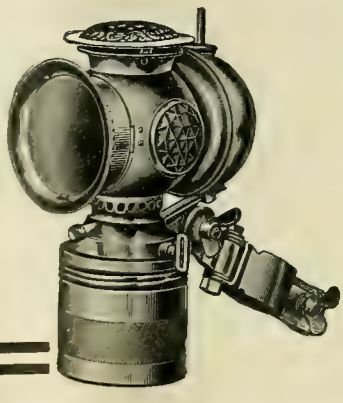
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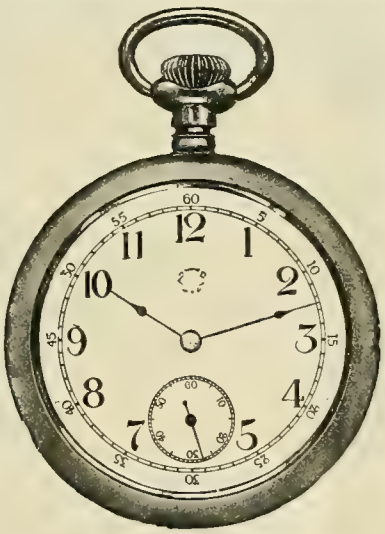
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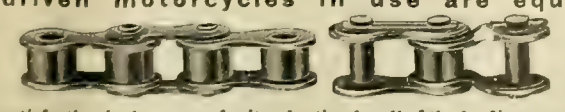
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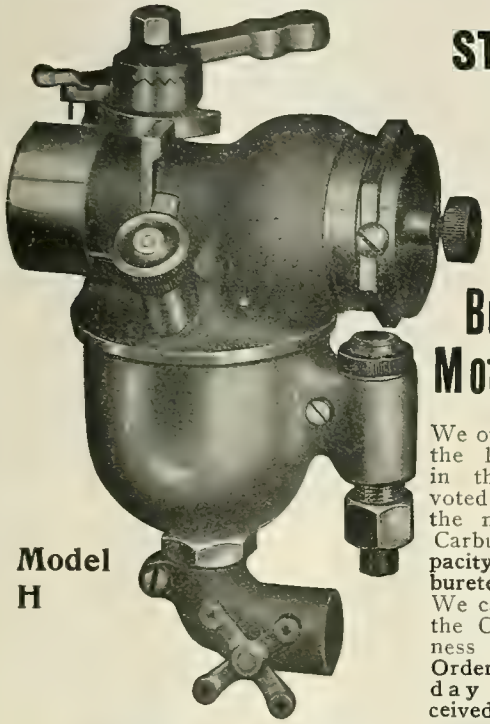


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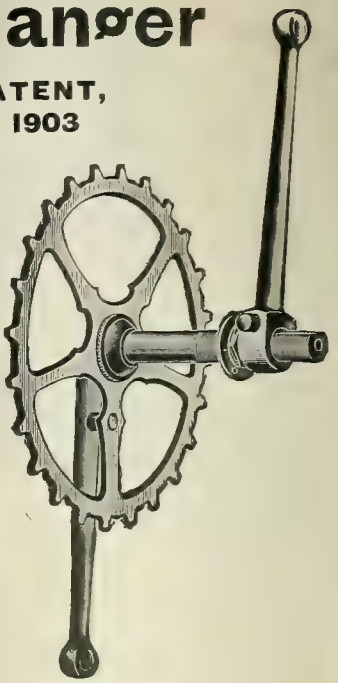
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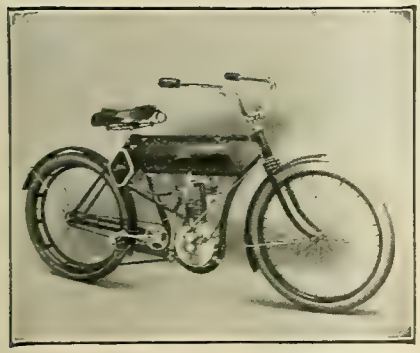
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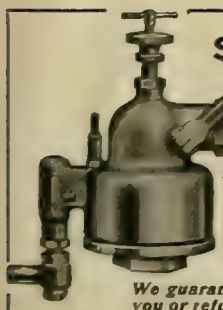
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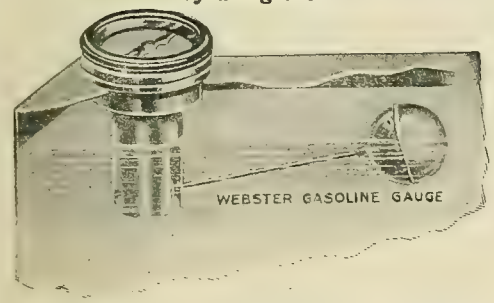
The Week's Patent.

883,746. Means for Mounting a Bicycle Wheel Whereby It May be Placed Concentric or Eccentric with Axle. Arthur D. Robbins, London, England. Filed July 19, 1907. Serial No. 384,607.

1. As a means for mounting a bicycle wheel whereby it may be placed concentric or eccentric with the axle thereof, the combination of a circular rim with guides placed across the diameter thereof; with a hub carrying a hollow axle, sliding therebetween, and with a spring bolt for locking and releasing said hub, substantially as herein described and operated in the manner set forth.

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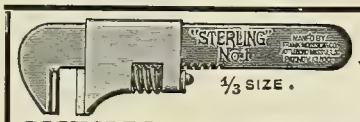


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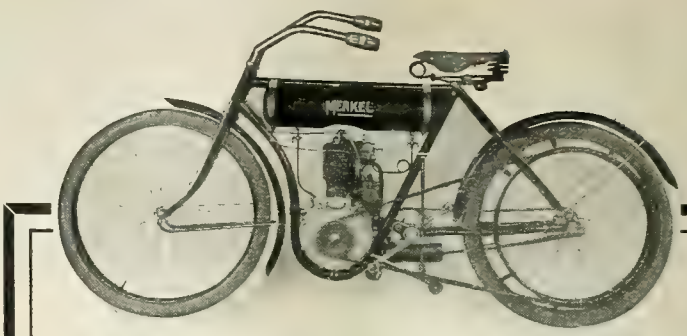
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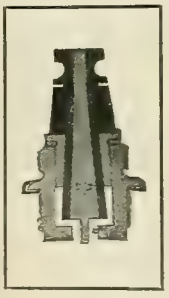
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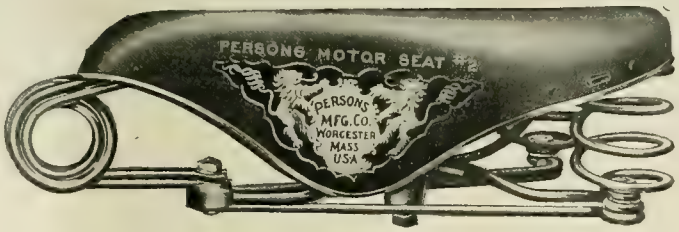


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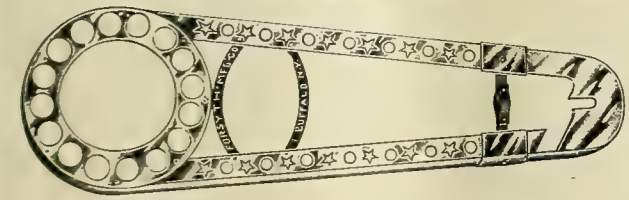
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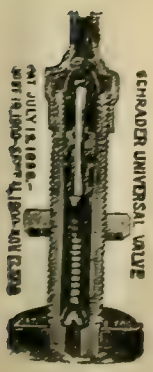


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(Trade Mark, registered April 30, 1895.)



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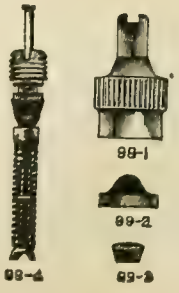
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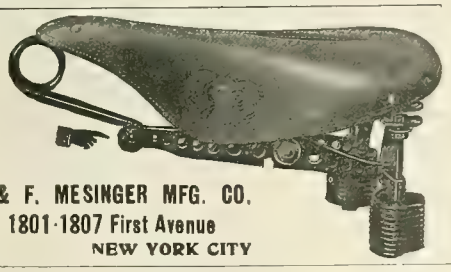
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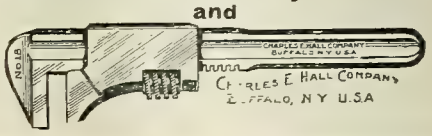
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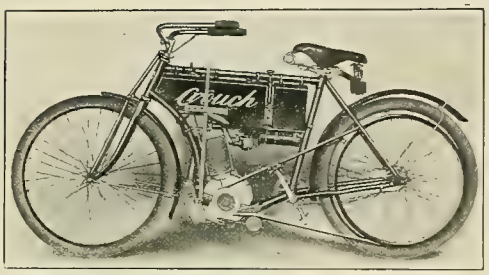
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The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Claims are Dirt Cheap

If it was as easy to make good tires as it is to make picturesque and high sounding assertions, even the just-as-good tires selling for "next to nothing" would be as good as

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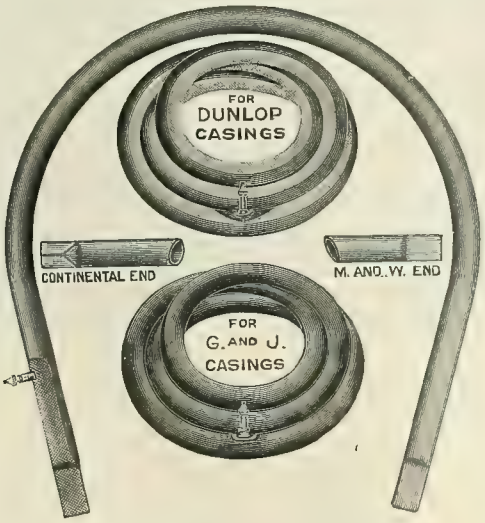
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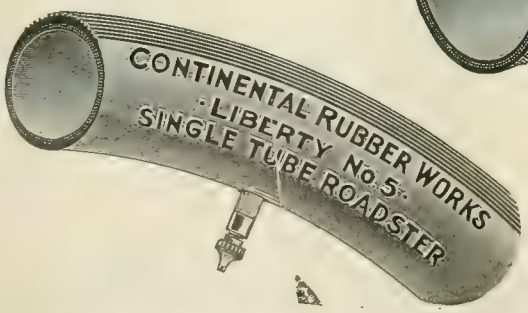














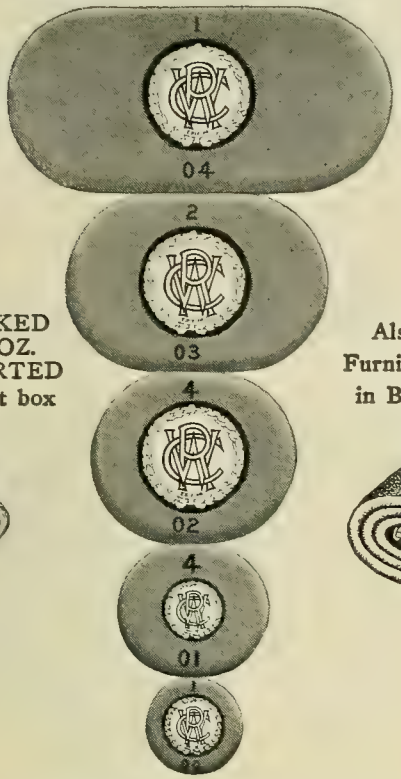
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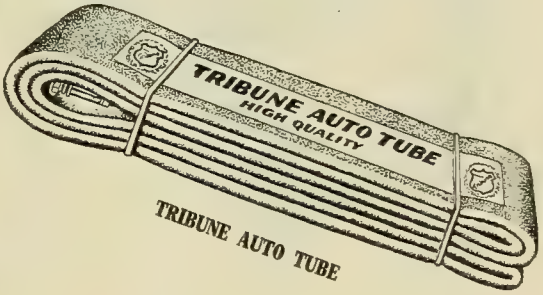


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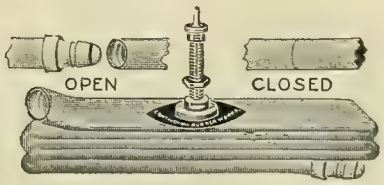
TRIBUNE AUTO TUBE

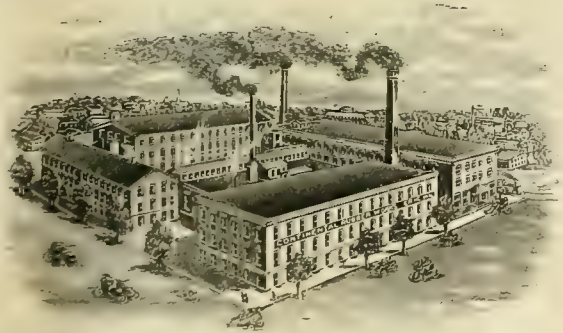
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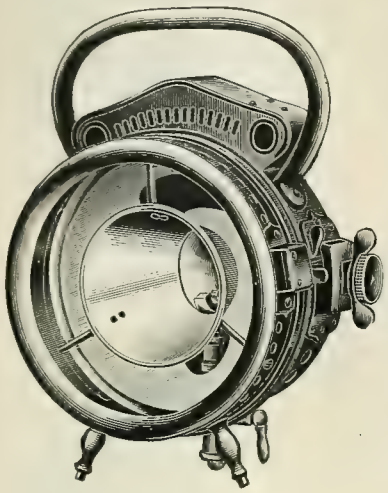


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The light given by this lamp surpasses any lamp of its size. The lamp has a nickel interior, with a small mirror lens focussed exactly in the center and back of the burner. The light projected by this mirror passes through an extra focussing attachment, as shown in the illustration and sends a powerful magnified single ray while the reflectors around the inside of the lamp throw wide spreading rays.

Lamp is 8 inches high, 4 inches in diameter and 4½ inches in width.

No. 523—Price **$6.50**

LAMP and GENERATOR

Beautiful designed flare front lamp, finished in nickel and with nickel fittings. Suitable for bicycle or motorcycle. Gives machine a high class appearance. Throws a brilliant light.

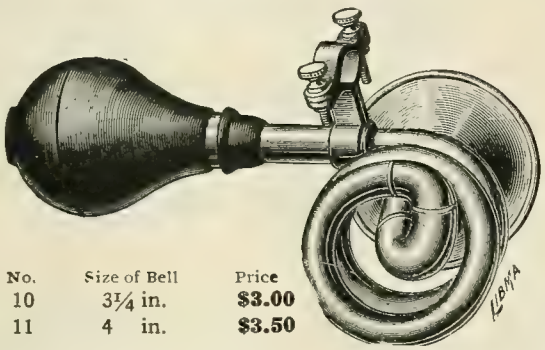
Weight 12 oz. Diameter 5 in. Depth 4½ in.

Generator 5½ in. high, 2½ in. diameter, weighs 12 oz.. with carbide capacity for 6 to 8 hours' service.

Lamp and Generator, complete, with brackets and tubing.. **$6.50**



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High class plug for motorcycles.

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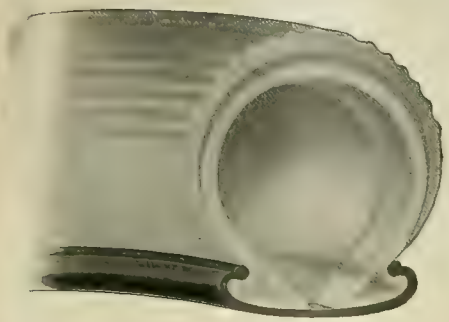
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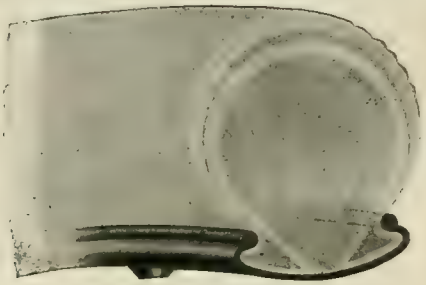


Motorcycle Rims

1¾"-2" Interchangeable.
2¼"-2½" Interchangeable.

For any diameter Clincher Tire, countersunk, punched to accept Spoke Nipple Head.

Plain, Enameled, Striped if preferred.

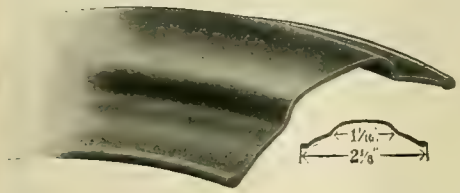


Bicycle Clincher Rims

1¾"-1⅜" Interchangeable.
1½"-1⅝" Interchangeable.

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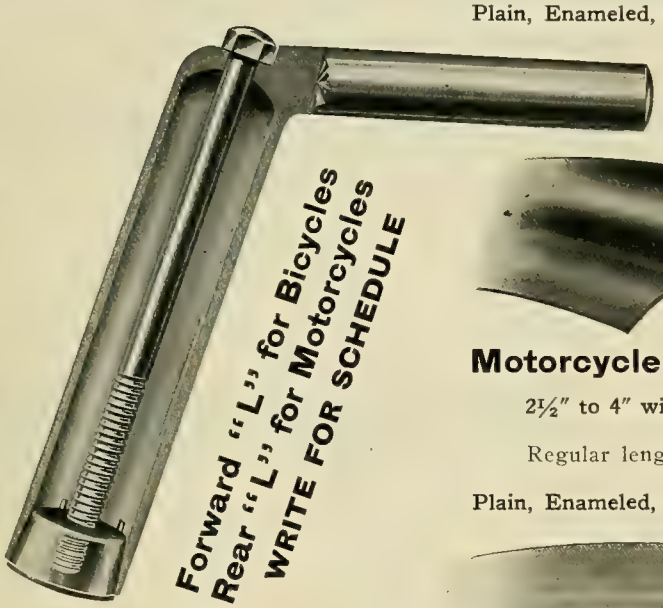


Bicycle Mud-Guards

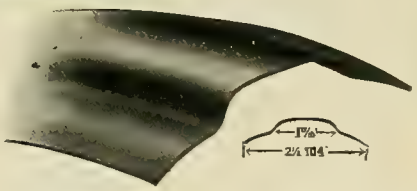
2⅛" wide, 18 G. or 20 G. stock.

Regular lengths: { Front 25" / Rear 46"

Plain, Enameled, Striped if preferred.



Forward "L" for Bicycles
Rear "L" for Motorcycles
WRITE FOR SCHEDULE



Motorcycle Mud-Guards

2½" to 4" wide, 18 G. stock.

Regular lengths: { Front 34" / Rear 49½"

Plain, Enameled, Striped if preferred.



Rolled Edge Bicycle Rim

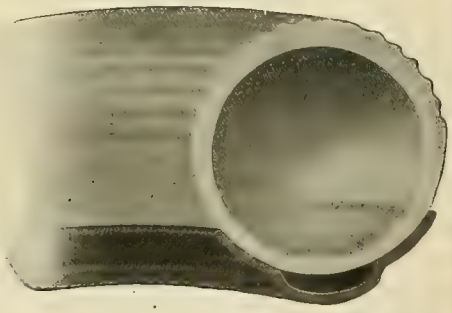
1¼" ——————
1⅜"-1½" Interchangeable.

For any diameter Single Tube Tire. Countersunk, punched to accept Spoke Nipple Head.

Plain, Enameled, Striped if preferred.

YOU MAKE NO MISTAKE IN PURCHASING

Superior Quality at Equal Prices



Drop Centre Bicycle Rim

1⅜"-1½" Interchangeable.

For any diameter Single Tube Tire. Plain punched spoke holes, as drop center takes care of Nipple Head.

Plain, Enameled, Striped if preferred.

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United States Express Bldg.
2 Rector St., NEW YORK

BEWARE

DIAMOND REPAIR LINK

A PERFECT DEVICE, IS

BEING IMITATED

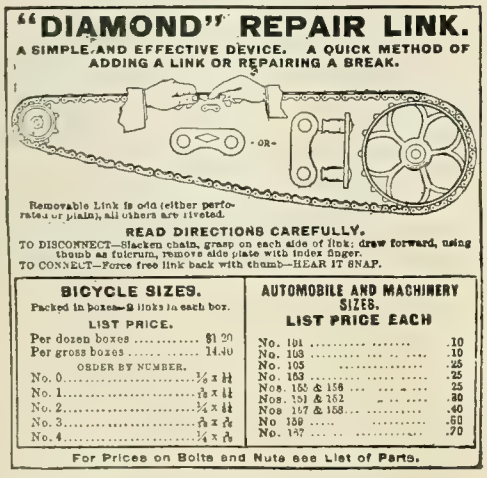
Inexperienced makers with **inferior material** and **poor workmanship** and a **poor substitute** hope to trade on the reputation of the Diamond Chain & Mfg. Co., even to the extent of copying the package.

"Hear it Snap" **"Diamond"** **"This Side Out"**

TRADE ◇ MARK are Trade-Marks registered in the U. S. Patent Office.

INFRINGERS WILL BE PROSECUTED

Diamond Repair Links as made by us are perfect



OUR IMPRINT IS ON EACH LINK

Unless made accurately with properly tempered special spring steel sides, and other first-class material the **device is worthless.**

Don't buy a Substitute and be disappointed.

DEALERS—You know Diamond Chains and Diamond Repair Links are always **good** and reliable.

Don't let the makers and jobbers spoil your trade by substituting inferior goods—it is up to you to protect yourself.

Write for Catalogue and Prices

DIAMOND CHAIN & MFG. CO., 141 W. Georgia St., Indianapolis, Ind.

Capacity, 8,000,000 Feet of Bicycle Chain per Year

NEW STORE

New Line of Goods

We offer some very good values at

LOW PRICES

in

Automobile Casings and Tubes

also the

LARGEST STOCK IN THE CITY

of

Bicycle Tires

including

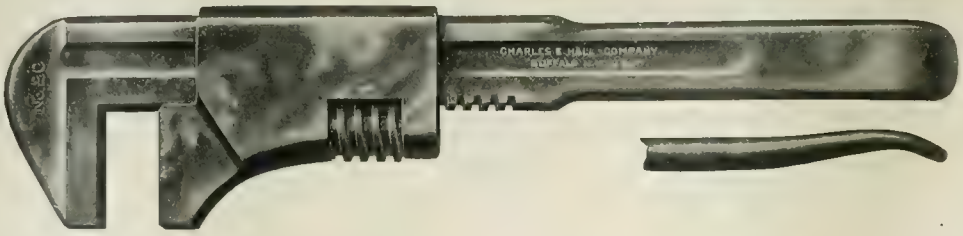
GOOD VALUES IN SECONDS.

We are anxious to have Dealers visit our New Store, and we will make lower prices to them personally than we will make by mail.

The WILSON TRADING Co.

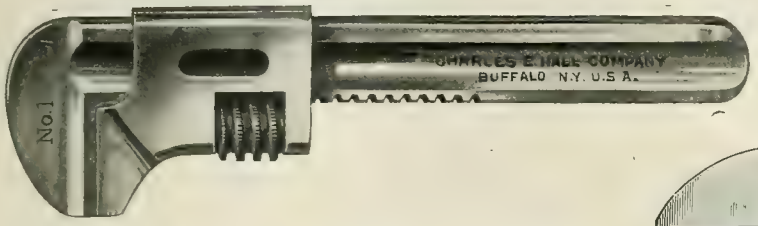
46 Cortlandt St. 179 Greenwich St.

NEW YORK



AUTOMOBILE WRENCHES

Nos. 1, 16, 18 and 20



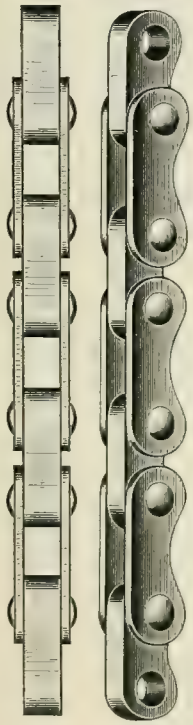
BICYCLE WRENCHES

Nos. 1, 3, 4, 5, 6, 7, 8, 9 and 10



"CHASALL" ADJUSTABLE S WRENCHES

Sizes,
6. 8, 10, 12, and 14-in.



Bicycle Chains

Nos.
8, 9 and 10

Sizes
3-16
and
1-4-in.



The "Hall" Adjustable Combination Pliers

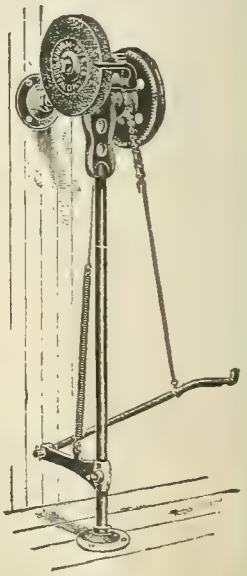
Sizes
6 and 8-in.

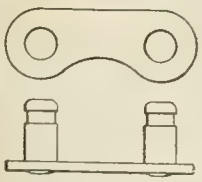
All Finishes



"Union" Foot-Power Grinders

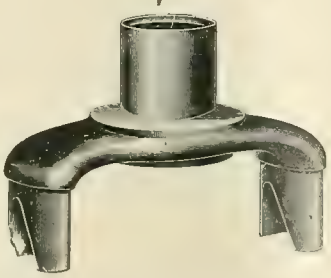
Nos.
1, 2 and 3





"Empire" Repair Links

Sizes 3-16 and 1-4-in.



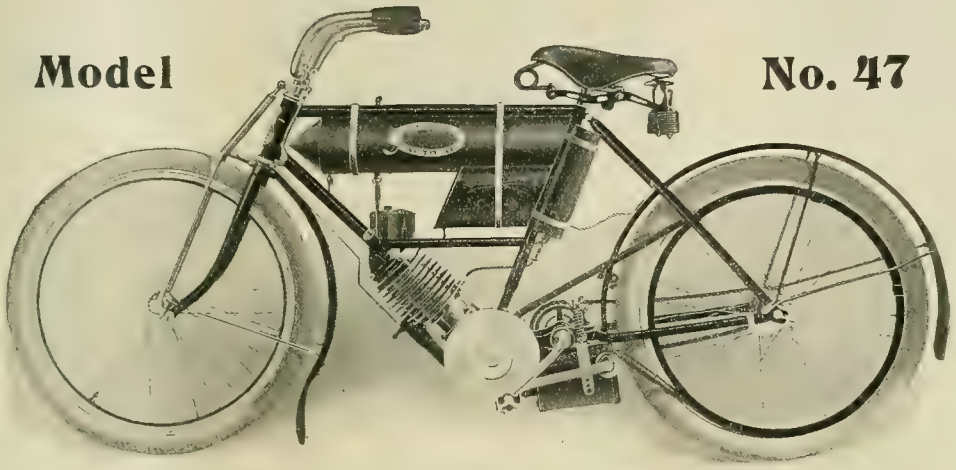
Bicycle Drop-Forged Crowns and Heads

MANUFACTURED BY **CHARLES E. HALL COMPANY**

108 Broadway, Buffalo, New York, U. S. A.

THE AUTO-BI

Model No. 47



IF YOU ONLY KNEW

about the good features of the 1908 Auto-Bi models your order would be placed now.

THIS MEANS REAL VALUE

SPECIFICATIONS

Model No. 46 Semi-Racer.

FRAME-HEAD—Drop forged, one solid piece. Special fittings throughout.
FRONT FORKS—Auto-Bi patent cushion spring forks. Extra heavy arched fork crown. Special seamless fork sides. Very heavy fork stem.
HANDLE BARS -21 inches wide, 5 inches raise. Extra heavy. Solid stem, with Auto-Bi safety expander bolt.
TIRES—2-inch Goodrich Motor, single tube tires.
RIMS—Laminated wood rims (black).
HUBS—Front, Corbin motorcycle. Rear, Corbin motorcycle, coaster brake.
TRANSMISSION—Auto-Bi patent chain and leather belt.
CARBURETOR—Auto-Bi or Breeze float feed.
SADDLE—Persons No. 2.
WEIGHT—120 lbs.
IDLER—Ball bearing.
OIL TANK—Capacity 1 quart.
GASOLINE TANK—Capacity, 6 quarts.
BORE—3¼ inches.
STROKE—3¼ inches.
CRANK SHAFT—One piece solid steel, hardened and ground.
CONNECTING ROD Phosphor bronze, adjustable.
CYLINDER AND HEAD—Cast in one piece.
MUFFLER—Extra large and silent.
FINISH—Black or Auto-Bi Red.
SPECIAL FINISH—Auto-Bi silver gray.
TOOL KIT AND TOOLS—Furnished with each machine.

Model No. 47 Roadster.

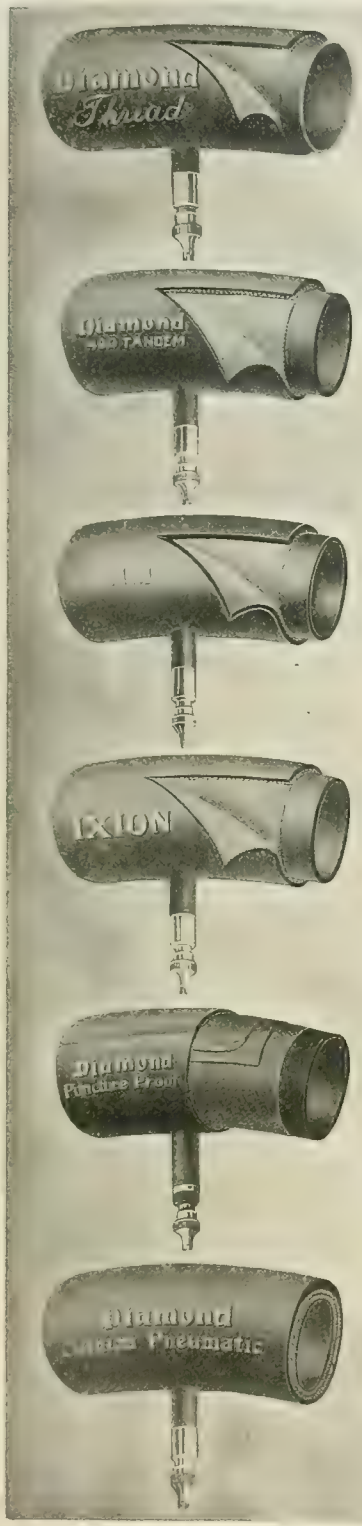
FRAME-HEAD—Drop forged, one solid piece. Special fittings throughout. Designed especially for the purpose.
FRONT FORKS—Auto-Bi patent cushion spring forks. Extra heavy arched fork crown. Special seamless fork sides. Very heavy fork stem.
HANDLE BARS—21 inches wide, 5 inches raise. Extra heavy solid forged stem, with Auto-Bi safety expander bolt.
TIRES—2½-inch G & J type.
RIMS—Hollow steel rims, nickeled.
HUBS—Front, Corbin motorcycle. Rear, Corbin motorcycle, coaster brake.
TRANSMISSION—Auto-Bi patent chain and leather belt.
CARBURETOR—Auto-Bi or Breeze float feed.
SADDLE—Persons Motor seat, double telescopic springs.
IDLER—Ball bearing idler.
WEIGHT—140 pounds.
OIL TANK—Capacity 1 quart.
GASOLINE TANK—Capacity, 6 quarts.
MUD GUARDS—Extra wide corrugated, with heavy braces.
MOTOR—3 H. P.
BORE—3¼ inches.
STROKE—3¼ inches.
CRANK SHAFT—One piece solid forged steel, hardened and ground.
CONNECTING ROD—Phosphor bronze, adjustable.
CYLINDER AND HEAD—Cast in one piece.
MUFFLER—Extra large and silent.
ENAMEL—Black or Auto-Bi red.
SPECIAL FINISH—Auto-Bi silver gray.
TOOL KIT AND TOOLS—Furnished with each machine.

We want Agents who are prepared to get busy with a live proposition.

THE AUTO-BI CO., 1453 Niagara St., Buffalo, N. Y.

Diamond

TIRES



The significant fact is that once a dealer sells the

Diamond

line of tires,

HE KEEPS ON SELLING THEM

We don't know any dealer who is in business for the fun of it.



THE DIAMOND RUBBER CO., Akron, Ohio

Largest Bicycle Supply Business in the East

We believe in the continued prosperity of the bicycle business and we back up our opinion by putting in big stocks, and spend our money to tell the dealer we have the goods and will guarantee to make it profitable to him to give us his trade.

We have thousands of satisfied customers but we are looking for more. We want you to have our Catalogue No. 403 and send us a trial order. We want a chance to show you that we can ship your goods promptly, sell you at the right prices, and treat you fairly. We want a chance to make good. Send for Catalogue No. 403 and our Bargain Book.

The Bicycles We Sell

"Linwood" $20

Others will list a wheel of this grade at $25, but you can sell it for $20, with coaster brake. Our net price is many dollars less, and the wheel is right, too. One-inch tubing, enameled rims, square crown, one-piece hanger and good quality unguaranteed tires. We will sell it to you stripped, if you prefer, and with good equipment it will equal in service and lasting qualities any wheel manufactured.

"Nassau" $30

This is our popular road model, built on attractive lines, well equipped and fully guaranteed. The net price is less than wheels of equal grade are sold. Two piece hanger, New Departure hubs, and fancy finish. A sample in your window now will sell itself without talk. It is the wheel you ought to sell at the price you ought to pay. Write us for catalogue "B" and our agency proposition.

D. & J. Hudson

We are wholesale distributors for "Hudson" D. & J. bicycles for all the Middle Atlantic States, and want agents in unoccupied territory. The list prices range from $30.00 to $60.00, and the large discount to dealers makes the line a very attractive one. No bicycle, except those made by Hudson Mfg. Co. are equipped with the genuine D. & J. hanger. Ask for Catalogue "H" and agent's prices.

We Want Your Motorcycle Supply Trade

We understand this business. We will only try to sell you goods that move and we won't inflict upon you devices that take a mechanical expert to understand. We DO offer you sundries and fixings that it is safe to buy, easy to sell, and right in price. We want yonr trade in this line, too. Ask for Catalogue No. 393.

Down-Town Agents HARTFORD RUBBER WORKS

We are down-town distributors of Hartford bicycle tires and sundries, and dealers will find it convenient to order these well known tires shipped with their sundries or wheels.

Coaster Brake! What do you pay?

All Standard makes in stock. Just tell use which you want and take our word for it our prices are right.

If You Can't Call, Let's Talk By Mail

While we would like to talk to you face to face we can handle the subject almost as well by correspondence with the assistance of printed matter, which has been arranged with a view of doing business easily with the dealer by mail. We wish you would put us to the test.

Send for Catalogue No. 403, Bicycle Supplies—Catalogue No. 393 Motorcycle Sundries, and don't forget our bargain books.

NEW YORK SPORTING GOODS Co.

17 WARREN STREET NEW YORK, U.S.A.



YOU ARE LOOKING FOR

VALUE?



THEN INVESTIGATE OUR

Genesee Pedal

(NONE BETTER)

One Piece Crank Hangers
Two Piece Crank Hangers
Oval or Bayonet Cranks

REPAIR FORKS (Black and Nickle)

Front Hubs **Rear Hubs**
Seat Posts **Handle Bars**
Extension Bar Stems

FRAME SETS READY TO BUILD

40——STYLES——40

We Want Your Inquiries

JOHN R. KEIM MILLS, (Inc.)

BUFFALO, NEW YORK



¶ Hard times have not hurt our bicycle business. Sales of Pierce Bicycles for the season of 1908 to April 1st were eleven per cent. greater than total sales for season of 1907. The bicycle business has never been better than this year, even in the boom days twelve years ago.

¶ The Pierce Cycle Co. manufactures nothing but bicycles, assuring to the riders and agents a better bicycle than ever before and most liberal and prompt attention to requests for repairs and parts.

¶ We offer only a complete line of the highest grade of bicycles, including road, racing, cushion frame chain and chainless, also rigid frame chainless, in all heights of frames.

¶ Never were the words, "Tried and True" better applied to a bicycle than to the present product of

THE PIERCE CYCLE CO.,

BUFFALO, NEW YORK

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Aalanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

AGENTS WANTED ALL OVER THE WORLD.

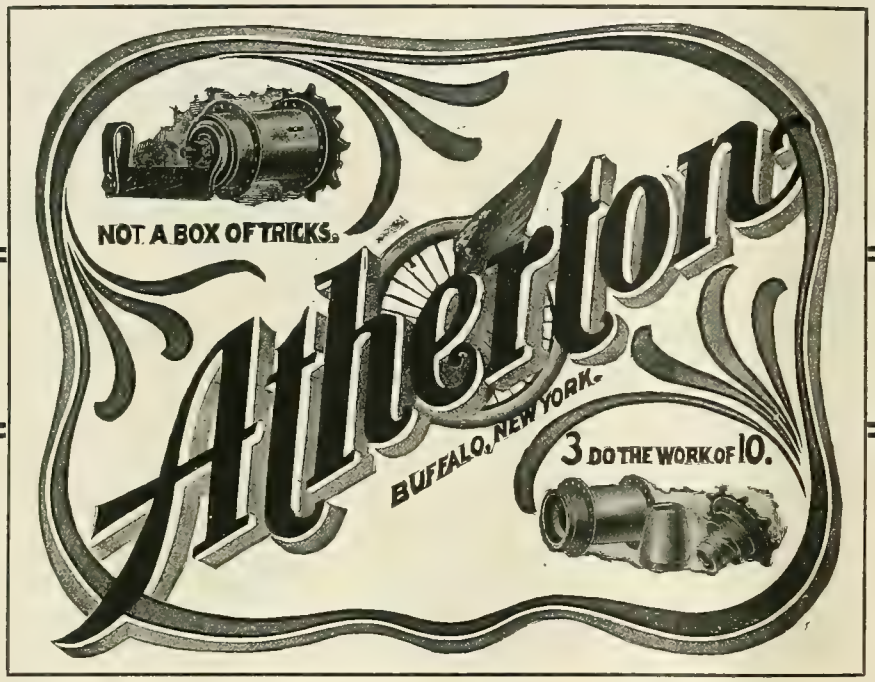
Coasting's Exhilaration
need not be marred by mechanical complications—

Forward Pedaling
need never be hampered by a dragging friction in the coaster brake—

Braking Action
need never be too binding or abrupt in application—

Your Coaster Brake Itself
need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

BECAUSE YOU CAN BUY THE



The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

D. P. Harris Hardware Company

Distributors to the Manufacturing, Jobbing and Export Trade Only

48 Warren Street New York

JUST OUT

Our big new catalogue No. 33 is out and should be in the hands of every automobile, motorcycle and bicycle dealer and repairer. This catalogue shows positively the finest and best goods in these lines ever offered and our prices are right. A special feature of our big new catalogue No. 33 is that all prices are given in such a way that you can tell at a glance your net wholesale cost, making it extremely simple and easy to order by mail.

FREE FOR THE ASKING

Just fill out the small slip below and mail to us at once.

Jos. Strauss & Son

197-199-201 Genesee Street

BUFFALO, NEW YORK

Application for No. 33 Catalogue

Name.....

Address.....

.....

Simply fill in name and address, cut out slip on dotted lines, and mail to use at once, we will take care of the rest.

HERE IT IS AT LAST

For Neatness of Finish and Design It Has No Equal



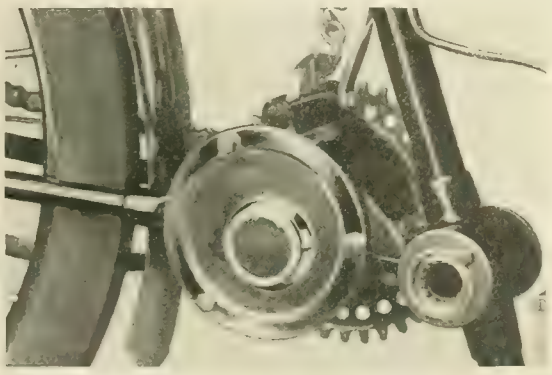
Double Grip Control.

Schebler, Breeze or Universal Carburetter

The Minneapolis Two-Speed

Just what you have been looking for—a perfect two-speed motorcycle. A machine that will climb the steepest mountain roads and still beat them all on the level. It is no longer an experiment, but after a long and thorough test has proven itself a model of perfection. Designed and perfected by an ingenious mechanic who has been an ardent rider of a motorcycle ever since that machine was introduced into the West. Two speeds and a free engine, controlled by a single lever in a convenient position in front of the rider. The machine is equipped with the Thiem motor—the motor that has been run 26,000 miles on one set of main bearings. Not a more reliable machine on the market. A machine that truly has no equal at home or abroad.

Model A—Single Cylinder, 3 H. P. Battery Ignition.
Model B—Twin Cylinder, 5 H. P. Magneto ignition.



THE MICHAELSON TRANSMISSION (Pat. Applied For)

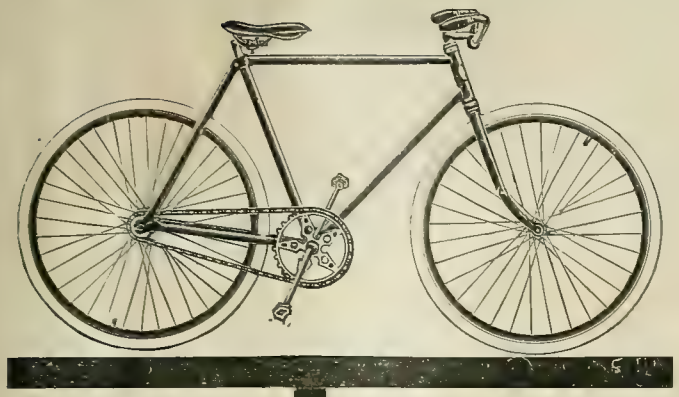
The Michaelson Transmission

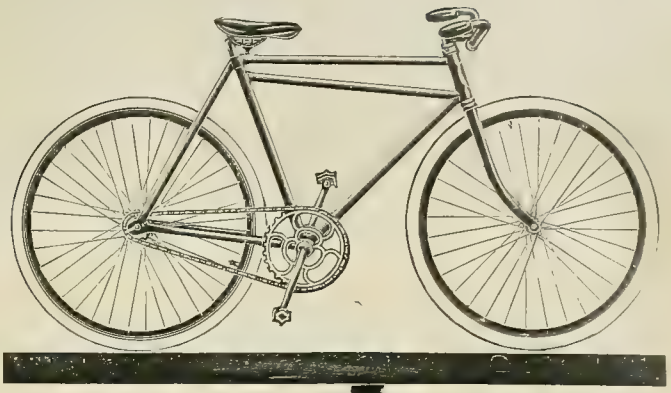
Planetary type. Individual Friction Clutches. Two speeds and a free engine. Runs in oil. Absorbs no power from motor. Absolutely no friction on high gear. Ball bearings throughout. Roller chain drive. Both transmission and crank shaft are hung eccentric to allow independent adjustment of chains. Adds but eight pounds to weight of machine. Cast steel case and polished aluminum head plates. Every one fully warranted.

Write for catalog.

THE MINNEAPOLIS MOTORCYCLE CO.,

517 South Seventh Street, Minneapolis, Minn.





$25.00

$30.00

These Gendrons Win at Every Point

Here are the two big opportunities we have been talking about. And they are the ones, because they are the two popular priced 1908 bicycles of guaranteed quality. Every part of these models is protected by the same binding guarantee that is back of our high-priced wheels.

Tangible quality is there, and your success next year and thereafter depends flatly upon the quality you are selling today. For quality, and quality alone, wins for you and for us in the long run.

It's the saving in our selling system that brings the price down and gives you the advantage. We simply cut from the price the dollars the general agents and jobbers get from other manufacturers, and so these models are, in service rendered, away above the $25 and $30 class.

But there's only one proof, as we have said over and over—comparisons—and you owe it to yourself and your business to make them.

If you are as wide awake as you look, you will get the Gendron Catalogue.

Gendron Wheel Co.

Toledo, - - Ohio

Quality **Price** **Guarantee**

The MOTORCYCLE with the IFS left out

The LIGHT

The man who says: "I would ride a Motorcycle, IF it did not Shake one up so; IF it was not noisy; IF it was not Dirty; IF it could be run slow; IF it had speed; IF it had power; IF it *did not cost so much,*" *will* find his *IDEAL* in the

Light Motorcycles

Those who *now* ride *LIGHT MOTORCYCLES* have a continual *SMILE* of *SATISFACTION,* as they find they are *NOT astride* of a *TOOTH-SHAKER, WRIST-BREAKER, TOP-HEAVY MACHINE* — but a machine made for *Safety* and *Comfort,* equipped with the only *REAL SHOCK-ABSORBING front fork. QUALITY* and *SIMPLICITY* prevail in every detail. WE GIVE MORE VALUE AND SATISFACTION IN ANY OF OUR MODELS than you can get elsewhere. Comparisons and tests will prove this. IF YOU WILL seek a demonstration or make comparison, none but the LIGHT *will satisfy.* The dealer who seeks the LIGHT will find in it a quick seller and a money-making proposition. They fill a long-felt want of the motorcyclist. Catalogue and agency terms on request.

The Light Mfg. & Foundry Co.

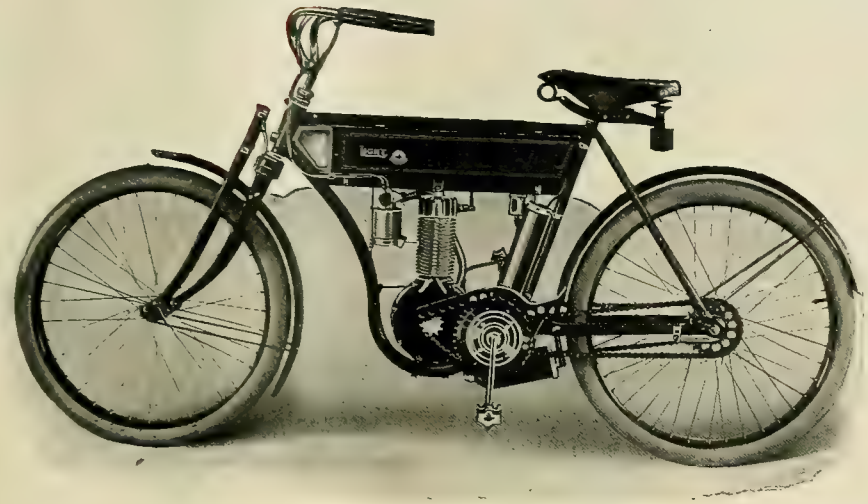
MOTORCYCLE DEPARTMENT

Fourth and Hanover Streets, Pottstown, Pa.

KING QUALITY

The Light Motorcycles

THREE LIGHTS THAT OUTSHINE ALL



Without an Equal

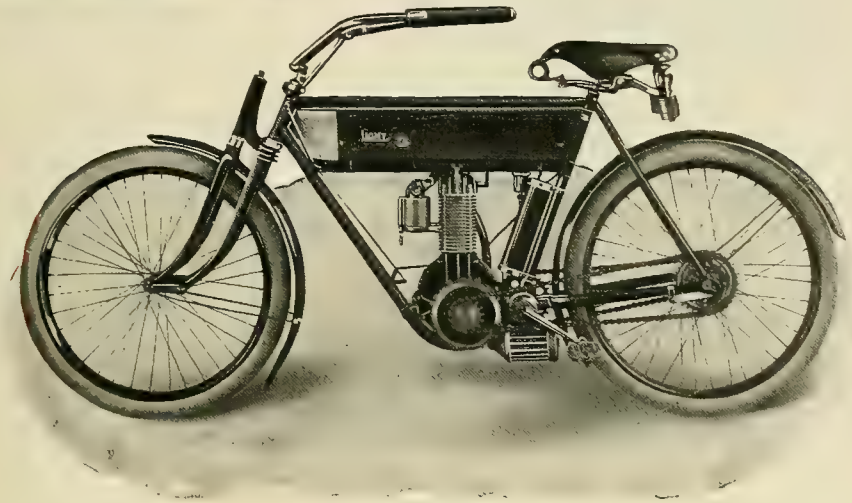
2½-2¾ H.P. Thor Motor
Chain Drive

$185

The Matchless Light

3-3½ H.P. Thor Motor
Gear and Chain Drive

$225





Mile a Minute Light

Model de Luxe
5-5¾ H.P. Thor Twin
Magneto Ignition

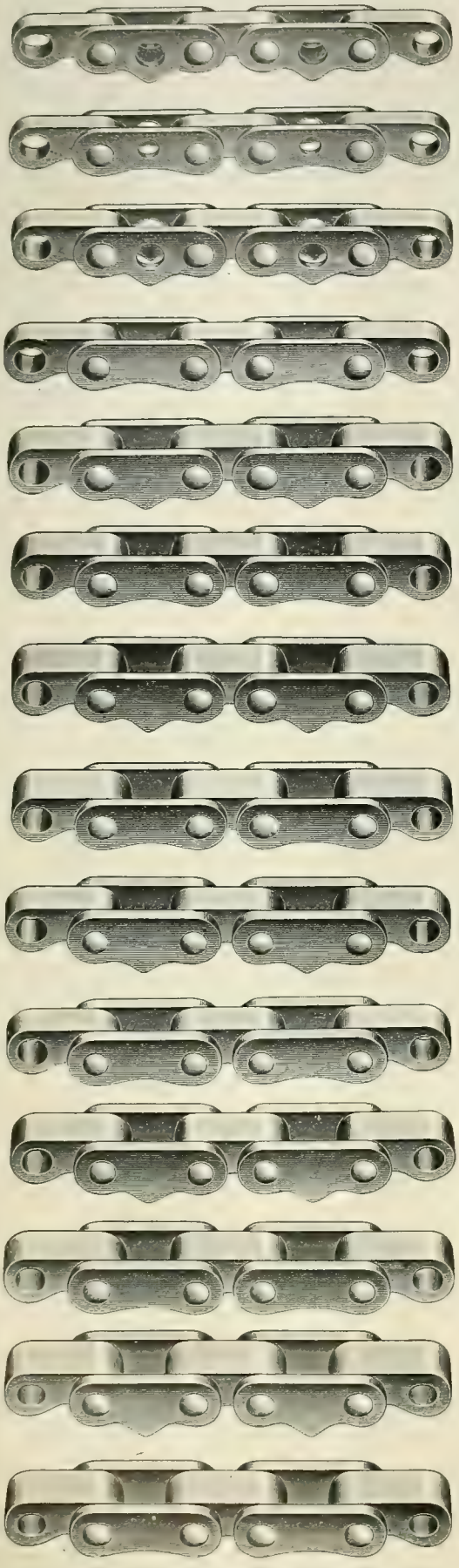
$350

Battery Ignition, $300.00

POWER, SPEED, COMFORT, SATISFACTION

MADE IN

POTTSTOWN, PA.



WHITNEY BICYCLE CHAINS

NEW SAFETY CONNECTING LINK



New ⅝-in. Pitch Chain

Roller or Bushing Type



For Motorcycles, etc.

NEW FACTORY
NEW MACHINERY
NEW METHODS

In the Near Future We Will Donate Our Old Bicycle Chain Equipment to the Scrap Pile

The Whitney Mfg. Co.

Hartford, Conn.



AJAX TIRES



"'Tis not in mortals to command success but we'll do more—deserve it."

The matter of using Ajax Tires is largely a question of knowing the worth of Ajax Tires. We built Ajax Tires FIRST and set the price AFTERWARD. They ought to be higher in price than the average tire, but they are not.

Ajax Tires have already made a reputation. We promise to live up to it, not upon it. The manufacturer and jobber who considers quality as well as price, the agent who regards satisfied customers as an asset and the rider who is alive to his own interests will make it his business to know Ajax Tires.



BEST APPRECIATED WHERE BEST KNOWN



Ajax-Grieb Rubber Company
57th Street and Broadway
New York City
Factories, - - - TRENTON, N. J.

Reading Standard Bicycles





The most complete line ever offered. Up-to-the-minute construction with the beauty of lines and finish that has always distinguished our product and made it the ready seller of the trade.

Every model (except our lowest-priced one) has truss frame, while the leaders have our famous curved vertical head truss as well.

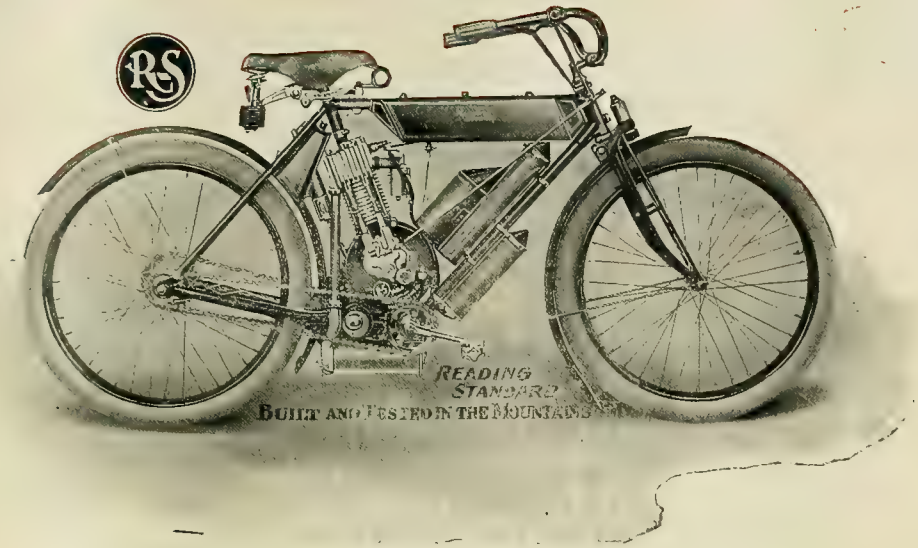
READING STANDARD

Roadsters
Road Racers
Racers
Pace Followers

The Line Par Excellence for the Live Dealers

Reading Standard Co., Reading, Pa.

R-S Motorcycles



A CREATION OF BRAINS AND METAL

Accurate as a Watch, Durable as a Locomotive

You can get all kinds of motor bicycles; you can get but one kind and one quality in the R-S. You also get these original and exclusive features which you can get on no other motor bicycle.

R-S

New Double-grip Control
Spring Fork
Muffler
Compensating Sprocket
Oiling Device
Automatic cut-out switch and other patented R-S features

The latitude of selection is as great as the originality

Model A—Mechanical Intake Valve Motor, 3, 3½ H. P.	$200
Model B—Automatic Intake Valve Motor, 2¼, 2¾ H. P.	175
Model C—Motor Tandem, Mechanical Valve, 3, 3½ H. P.	275
Model C—With Twin-Cylinder Mechanical Valve, 6 H. P.	350
Model D—Twin-Cylinder Mechanical Intake Valve, 6 H. P.	275
Model E—Ladies' Tricycle (convertible), 3, 3½ H. P.	290
R-S Delivery Van with Single Cylinder, Mechanical Valve	300
R-S Delivery Van with Twin Cylinder, Mechanical Valve	375

Reading Standard Co., Reading, Pa.

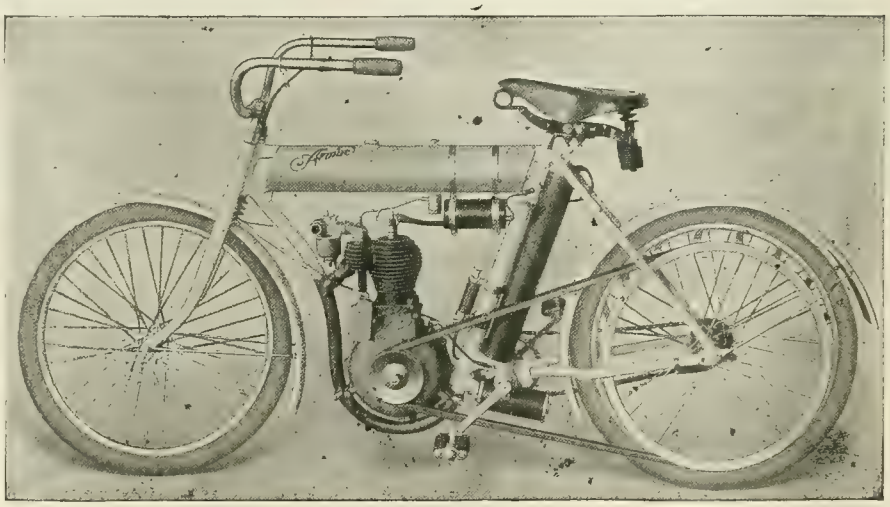
ARMAC MOTORCYCLES

Have Made Some Records in the Last Two Years

An ARMAC was the first machine to finish in the 300-mile 1906 and 420-mile 1907 endurance run of the Chicago Motorcycle Club. That is demonstration of Road-ability. Algonquin Hill is the scene of the climbing test of all Chicago contests. It is a rough incline with a sharp turn. The ARMAC holds the record.

A Few Other Records Can Be Given

Note the features of exclusive design in the frame — Steel Tubing Gasolene Tank, V Belt and Rim.

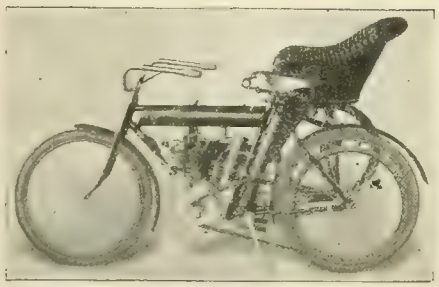


It is the Cleanest Cut Design for a Motorcycle you Ever Saw, with Speed and Power.

MODEL A

IT IS PERFECTLY BALANCED

We have open territory, agents, and a proposition that will bring you good business. Write for catalog



SIDE CAR

ARMAC MOTOR COMPANY



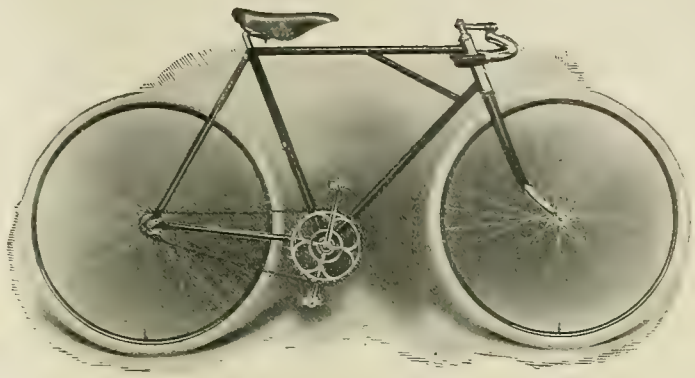
DELIVERY VAN

SALES AGENCY **1221 Michigan Avenue, Chicago, Ill.** Factory: CHICAGO, ILL.

Hudson Bicycles

The Washington Special

"The King of All Bicycles"



Prices

Model W. S.,		$60.00
"	A, =	50.00
"	B, =	40.00
"	C, =	30.00

D. & J. Hangers

Hudson Special Hangers

Made to-day as they have been for years. No new kind of steel. No new kind of construction. No new kind of talk.

Remember, There Is a New Hanger Born Every Spring And There Is a New Hanger in Heaven Every Fall

The agency for our line

Protects You Against Cheap Competition.
Protects You Against Untried Experiments.
Protects You Against Dissatisfied Customers.

We Deliver Direct to You Through Our Distributors----It Saves Time and Freight.

Hudson Manufacturing Company

Hudson, Michigan

DISTRIBUTORS

NEW YORK SPORTING GOODS CO.
New York, N. Y.

BAKER & HAMILTON
San Francisco, Calif.

J. W. GRADY & CO.
Worcester, Mass.

ALEXANDER ELYEA CO.
Atlanta, Ga.

There's a **Troxel Saddle** for Every Cyclist

For the Road Rider, the Racing Man, the Wheelwoman,
the Juvenile and special models for the Motorcyclist

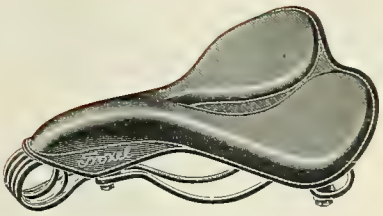
THE LATITUDE OF SELECTION

which we offer is so wide that there is no purse or person that we cannot satisfy.

FOR THE CYCLIST



UNION T

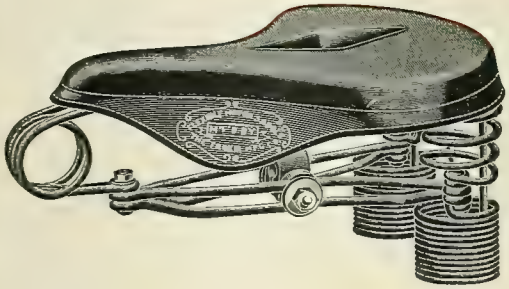


TROXEL STAR

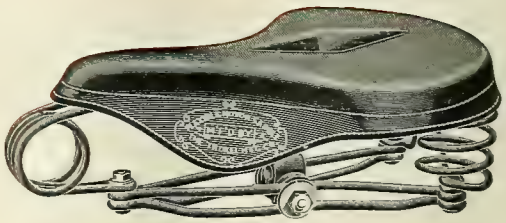


UNION S

FOR THE MOTORCYCLIST



BLACK
ENAMELED
SPRINGS



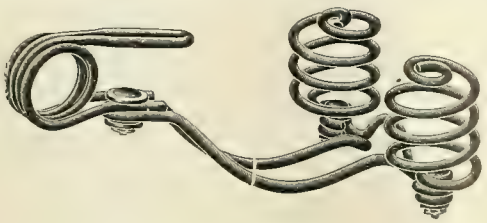
The Easiest and Most Durable Saddles Made
Positively Will Not Stretch Out of Shape

TOOL BAGS AND TOOL ROLLS

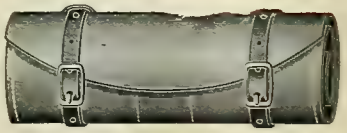
We make a variety of each—square, round, triangular, etc.



MOTORCYCLE TOOL BAG



TROXEL UNIVERSAL SPRING
Adjustable to fit any saddle.



MOTORCYCLE TOOL ROLL

Catalogue illustrating the full Troxel line sent on request—Sold by all jobbers.

TROXEL MANUFACTURING CO., = Elyria, Ohio

Rambler Bicycles

THE BICYCLE THAT'S DIFFERENT

Prompt

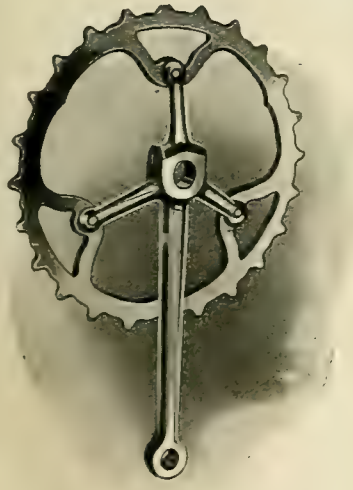
Shipment

Guaranteed



Have you seen the 1908 Improvements?

If there is anyone who does not know why Ramblers are different (and also superior), write to us at once for information.









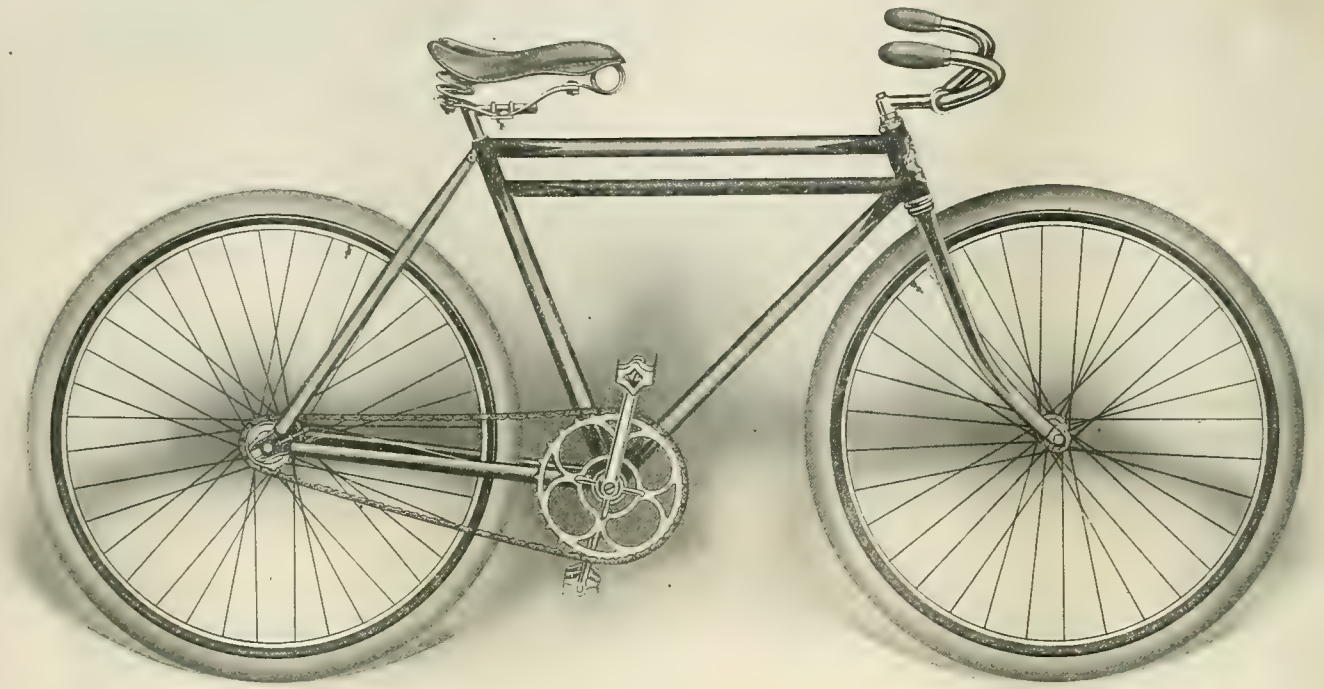
When you stop to think—you will find that the Rambler construction has never been imitated in cheap machines. There's a reason—it is very expensive construction, and the hollow fork crown, outside reinforcements, crank hanger construction, and other essentially Rambler features, can be made only in high-grade bicycles. G & J detachable tires are regular equipment on this machine.

Send for catalogue to the largest and oldest bicycle manufacturers in the country that we may refer you to the nearest dealer.

Pope Manufacturing Company

HARTFORD, CONNECTICUT

Excelsior Bicycles



"EXCELSIOR" AND "TRIUMPH" BICYCLES

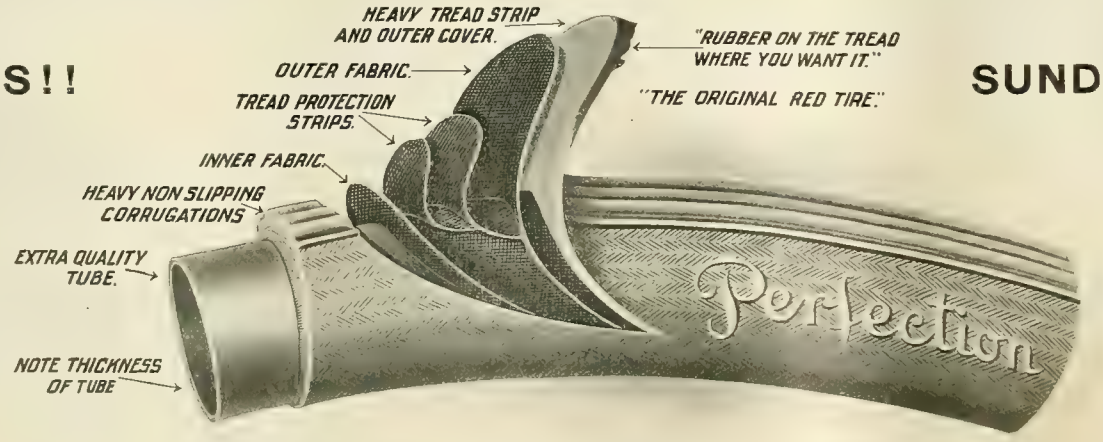
are in a class by themselves. "Hand Made Best Made" has been proven in our product, and it is superior, as our long line of agents will testify.

OUR LINE is the most complete, and in varied finish leaves nothing to be desired from the little Juvenile Models, etc., up to the handsome

"CANTILEVER TRUSS PATTERNS"

which are absolutely without equals for quality, rigidity, durability, light running and finish. Particular attention has been given to the Juvenile designs, being thoroughly in proportion for size and position, are the delight and comfort of the little ones.

TIRES!!



SUNDRIES!!

RUBBER ON THE TREAD WHERE YOU WANT IT!!

The EXCELSIOR line of tires is complete. They are BIG SELLERS and TRADE BUILDERS. Write for Catalogue 156-B.

EVERYTHING FOR THE BICYCLE OR MOTORCYCLE DEALER

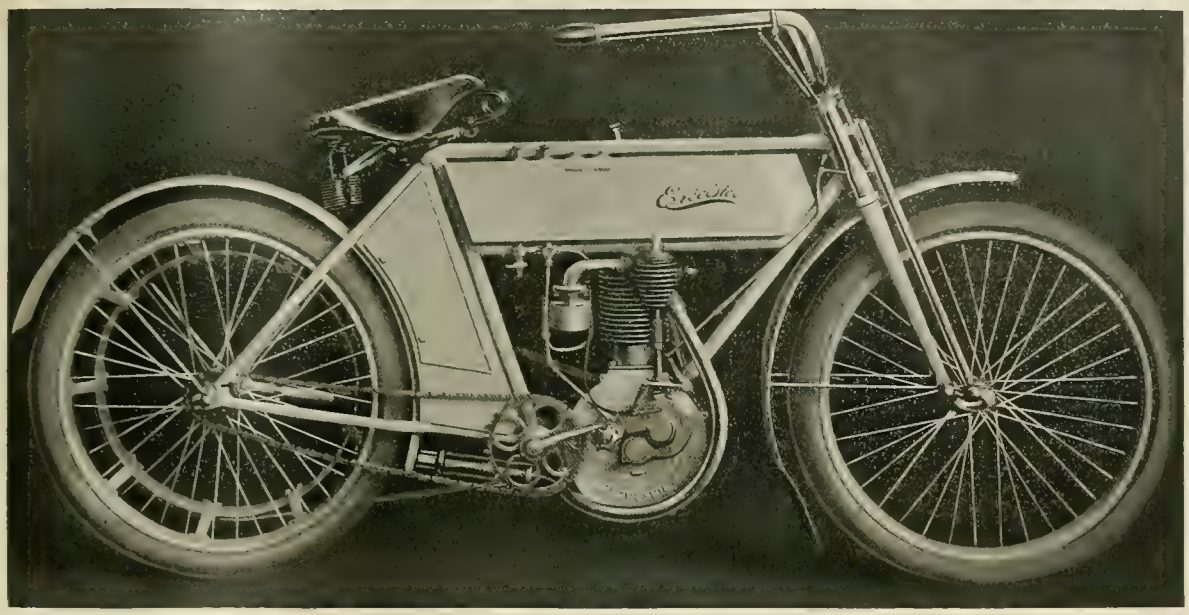
EXCELSIOR SUPPLY COMPANY

233-235-237 RANDOLPH STREET, CHICAGO

The Excelsior Auto-cycle

3¼ Horse Power Guaranteed

List $225.00



Light Running, Silent, No Engine Vibration

List $225.00

LOW SADDLE POSITION—LONG WHEEL BASE—EASY RIDING POSITION—LOW DISPOSITION OF WEIGHT

A TOURABOUT OF COMFORT

A FEW OF THE DETAILED SPECIFICATIONS AS FOLLOWS:

ENGINE—High reserve power, low speed, long life, large flywheels and perfectly balanced. Bore, 3⅛-inch by 3½-inch stroke; 3¼ horsepower guaranteed at 1,800 r. p. m.; maximum power at 2,400 r. p. m. All bearings hardened steel, in best bearing bronze bushings; "I" beam connecting rod, extra long to reduce side thrust in cylinder on power stroke. Engine gear, at your option, 4, 4½, or 5 to 1.

TRANSMISSION—Double, specially prepared, endless waterproof belt, which needs no dressing.

TENSION—Our tension regulator operates from the saddle and gives the belt perfect traction without exerting undue pressure on the bearings, and without making it necessary to leather face the pulley. By slacking the regulator the belt can be slipped in traffic or low speed to give free engine effect, or to allow the engine to gain speed on hill climbing.

GRIP CONTROL—Left grip operates throttle and the right operates both the timer and exhaust valve lift. No lost motion; very substantial; well protected.

OIL AND GASOLINE TANKS—Made of heavy gauge copper, all seams lapped and reinforced to prevent leakage; large filler caps, filler holes fitted with removable strainers. Gasoline and oil control readily operated from the seat while riding. The oil valve is sight feed. Fuel capacity: Gasoline, two gallons, sufficient for 150 to 200 miles average service; lubricating oil, three pints, sufficient for 600 miles average service.

MUFFLER—Exceptionally large, quiet and effective, with practically no back pressure. Fitted with cut-out operated from top of tank, forward of saddle, exhaust opening to the rear.

FINISH—Light French Gray Enamel, tastefully gold striped. This is as near as possible a dust-proof color and is very durable and attractive.

FRAME—Long and low. 1⅛-inch heavy gauge seamless tubing; forged connections and offsets; pinch bolt cluster; extra long head with heavy tool steel head fittings and ¼-inch balls. All parts heavily reinforced. Long slotted rear ends giving wide range of adjustment.

SPRING FORK—Strong, durable and noiseless; proportioned to take the little irregularities of the road as well as the more severe shocks, giving a smooth, velvety action. All bearings are steel fitted in bronze.

HANDLE BARS—Are extra long, brought well back to give a comfortable erect position. We gain a tremendous advantage by clamping our handle bars not only to the fork stem, as is usual, but also to the fork sides, which are extended clear up to the handle bars for this purpose. This absolutely prevents the twisting of the handle bars in the stem when heavy obstructions or ruts are encountered in heavy riding, thus avoiding the usual serious accidents which frequently occur with the less rigid single stem construction.

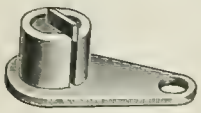
WHEEL BASE—56-inch, making an extra long, comfortable and easy riding machine.

WHEELS—28-inch, both front and rear, the correct size for American roads. Fitted with steel rims and heavy "anti-rust" spokes.

WRITE FOR FURTHER INFORMATION TO

EXCELSIOR SUPPLY COMPANY

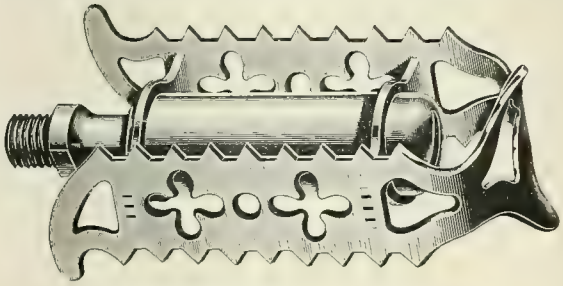
233-235-237 RANDOLPH STREET, CHICAGO



Front Mud Guard Connection

Hollow or open crown. Expanding plug attaches front wheel mud guard to fork crown. Best ever.

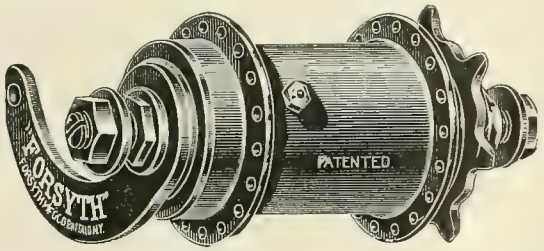
A Few of the Specialties of Specialists



Rigid-frame Rat Trap

Motorcycle Pedal

Machined barrel, cross-plates, 14-gauge steel-tapped and turned up square to shoulders on barrel. Bearings of special steel, oil-tempered and toughened. Best quality, 5-32 inch balls. Nickeled over copper finish. Larger and much stronger, and more durable than an ordinary bicycle pedal, and especially designed to withstand vibration and rough usage.

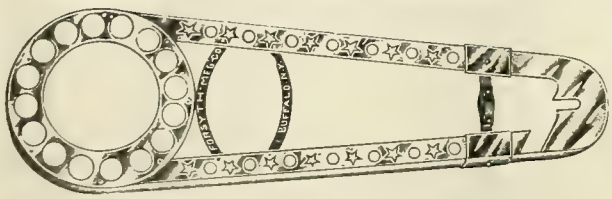


Famous Forsyth Coaster Brake

The Forsyth coaster brake is so well known that detailed description of it is unnecessary. Years of experience and thousands of riders proclaim it the most satisfactory coaster-brake ever produced. Simplicity of construction, absence of friction and ability to withstand the hardest kind of usage are among its chief characteristics. Honest construction insures its long life, and correct mechanical principles its perfect working condition.

Description and discount sheet on application.

We also Make Mud and chain guard braces, metal hand brakes, brake levers, lamp brackets, washers, etc.; and, in addition, a good selling line of household and hardware metal specialties.



Full Chain Guard with All Connections

Made in sections and riveted together, giving enough elasticity to avoid the "twang" of a one-piece guard. Adjustable to stretch of chain and to differences of length between centers of axles.

Forsyth Mfg. Co.
Buffalo N. Y.



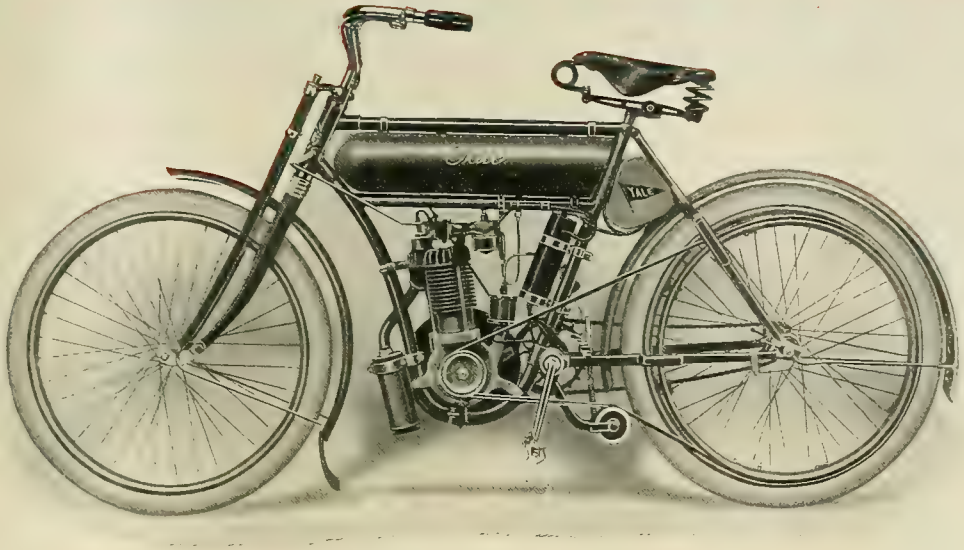
Half Guard with All Connections

Notice the method of attaching front connection. Enough adjustment to meet the angle of any frame; a little feature all our own. It counts. These guards are just a little better than any others. That's why we are still making and selling lots of them.

Yale-California Motorcycles

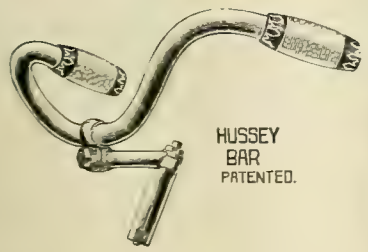
Grip Control

Four to Forty Miles an Hour

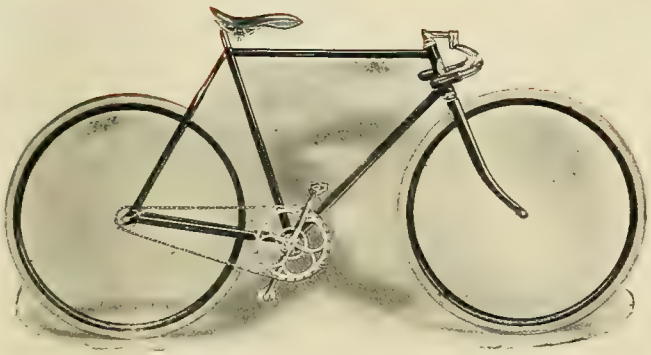


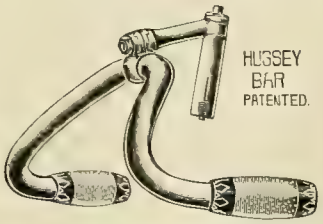
A Cushion Fork that is truly a cushion

Yale and Snell Bicycles



No 3. 20" WIDE 4½" DROP 1" FORWARD BEND.





No 6. 20" WIDE 4¾" DROP 3" FORWARD BEND.

and Hussey Forward Extension Handle Bars

are the most popular and widely known of all makes. In a class by themselves; therefore, easiest to sell because they satisfy.

The double inside page "Saturday Evening Post," May 2 issue, will feature the above, reaching more than 2,000,000 people. Our agents will reap the benefit from this, the largest single advertisement ever used by a bicycle manufacturer.

We have room for a few more live dealers. Write today.

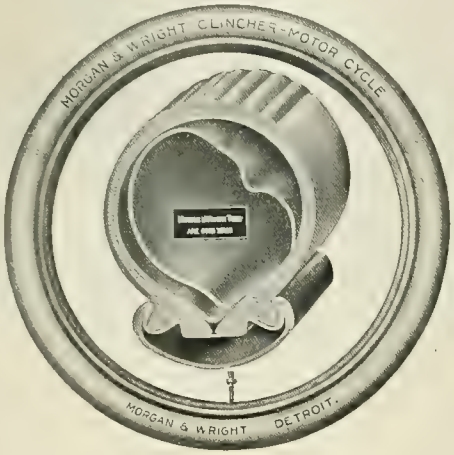
IMMEDIATE DELIVERIES

THE CONSOLIDATED MANUFACTURING COMPANY

1709 Fernwood Avenue, - - - - TOLEDO, OHIO

Morgan & Wright, DETROIT

A MOTORCYCLE TIRE OF "M. & W. QUALITY"



A Strong, Safe, Economical Tire to Use, and a Thoroly Satisfactory Tire for the Dealer to Handle

GOOD POINTS

FIRST: A casing made of a special, closely woven fabric, giving great strength and susceptible to permanent repairs at small expense. Resists punctures.

SECOND: A casing formed *in the making* to the shape which it will assume when in use—which is contrary to the usual method of making these casings flat.

THIRD: An inner tube of superior quality, made of several plies of rubber by the same process we use in making our well-known bicycle tubes. This method gives a seamless, built-up tube, which is stronger than a single ply tube, for the same reason that a laminated rim is stronger than a single piece rim.

FOURTH: A tube made in the shape it will assume when in the casing, thus insuring a perfect fit.

FIFTH: A complete tire, embodying all of the good ideas developed by several years' experience in manufacturing a satisfactory automobile tire.

SIXTH: A tire which is easily applied and removed, because it is not necessary to shape it with the hands.

WHEREVER BICYCLES ARE SOLD, RIDDEN OR REPAIRED MORGAN & WRIGHT TIRES HAVE AN ESTABLISHED REPUTATATION AS GOOD TIRES

And it is a fact that can be subscribed to by dealers and riders in every city, town and village in the country, that this reputation—established when "safeties" first came into vogue, and continued thruout the hey-day of bicycling — has never been more thoroly lived up to than it is at the present time.

This reputation is not only an invaluable asset to our business, but is responsible for the continued favoritism which is shown by dealers and riders generally for tires, tubes, cements and accessories of all kinds bearing the M. & W. stamp.

Morgan & Wright, DETROIT

N. S. U.

Motorcycles—Fore-Carriages—Side-Carriages

EFFICIENCY

WHEN a motorcycle wins the highest possible award—The Gold Medal—of the St. Petersburgh Automobile Exhibition defeating all competitors, it must be efficient.

COMFORT

WHEN there are 14,000 users who will testify that it rides with less vibration, easier, and quieter than any other motorcycle, it must be comfortable.

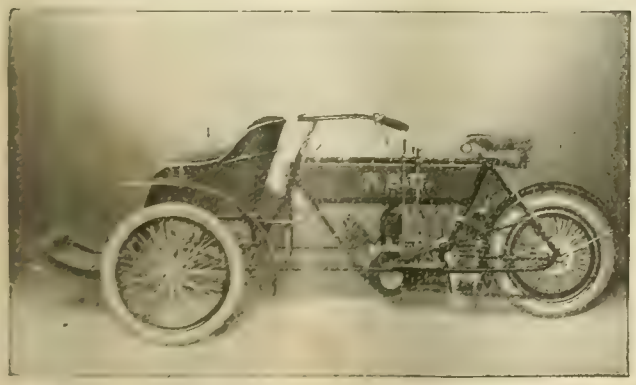
RELIABILITY

WHEN it is considered that only the best material procurable is used in its construction, that it undergoes the most severe tests before leaving the shop, that the most expert mechanics build it, it must be reliable.

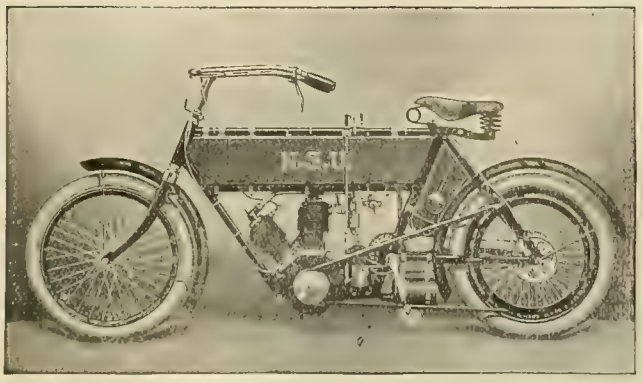
From any standpoint the N. S. U. is the best motorcycle built in the World

N. S. U. MOTOR COMPANY

206 WEST 76th STREET, NEW YORK CITY



N. S. U. Twin Cylinder, with Fore Car attachment, in 4 h.p., 5½ h.p. and 6 h.p types.



N. S. U. Twin Cylinder, suitable for Side and Fore Car attachment, 4 h.p., 5½ h.p. and 6 h.p. types, fitted with Girder Forks.



In Saddles,



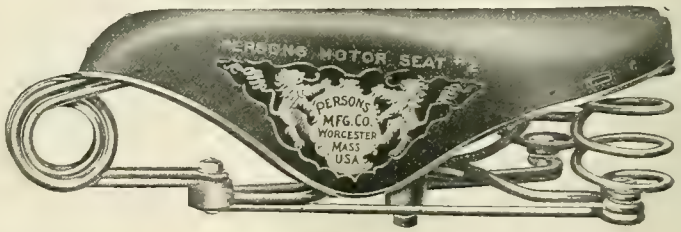
QUALITY WITHOUT COMFORT

is a distressing investment. The physical distress it causes is experienced each time the bicycle or motorcycle is used.

COMFORT WITHOUT QUALITY

is a short-sighted and losing investment. The comfort cannot outlast the lack of quality.





COMFORT WITH QUALITY
AND
QUALITY WITH COMFORT

have attained their highest state in the

PERSONS SADDLES

WHETHER FOR

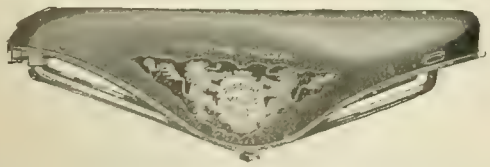
BICYCLES or MOTORCYCLES

there are no other saddles in the Persons class. There are no saddles that afford so much comfort. There are no saddles that incorporate so much quality and that endure so well or so long. This result was not brought about in a day, or a week, or a year. It was achieved only by "keeping everlastingly at it" for a generation, by refusal to build a cheap saddle, or an uncomfortable one, even in the days of the boom, when so very many people bought without regard for either quality or comfort, and accepted whatever was offered to them.

WHEN YOU BUY A HIGH GRADE BICYCLE OR MOTORCYCLE YOU ARE ENTITLED TO HIGH GRADE EQUIPMENT

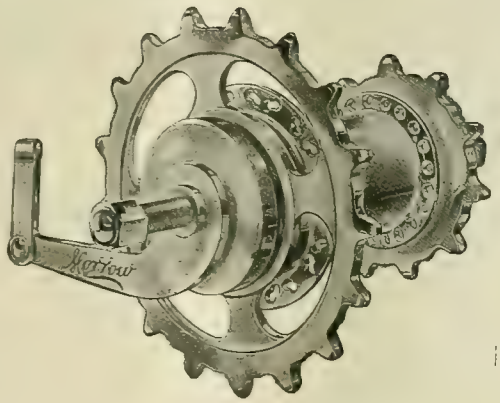
When, therefore, a bicycle manufacturer or dealer tells you that he has spared neither effort nor expense to make his bicycle the best on earth, ask him to equip it with a Person saddle. His answer will give you an unfailing index to his policy and to the real character of his goods. There are no cheap Persons saddles.

PERSONS MANUFACTURING COMPANY, - WORCESTER, MASS.





¶ The concentrated efforts of an organization of specialists and the entire resources of one of the largest and best equipped plants in the country, has made and kept the Morrow coaster brake what it is today —the leader of them all.



For Chain-Drive Motorcycles

THE

MORROW

¶ The perfection of a type. The Morrow of today is the evolution of the first Morrow —the pioneer of the coaster brake idea. It's development has been brought about by years of experience. Service and satisfaction are synonymous with the name.

ECLIPSE MFG. CO., Elmira, N. Y.

MADE IN GERMANY

UNTERBERG & HELMLE

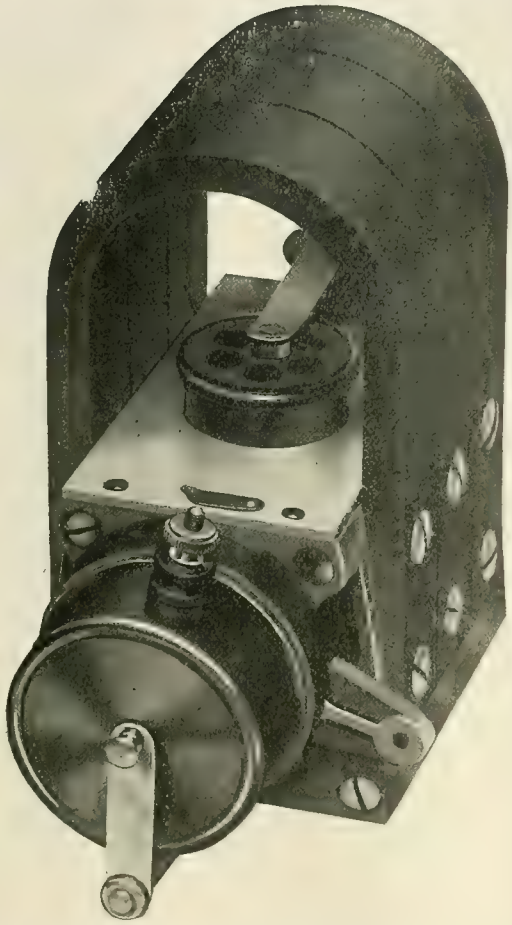
HIGH TENSION

MAGNETOS

Annular Ball Bearings

Removable Interrupter

No Coil Necessary



Safety Spark Gap

Special Timing Device

Any Number of Cylinders

FOR MOTORCYCLES

contain the same improvements of construction as are embodied in the larger types intended for motor cars, and efficiency has not been sacrificed in order to reduce size or weight.

J. S. Bretz Company

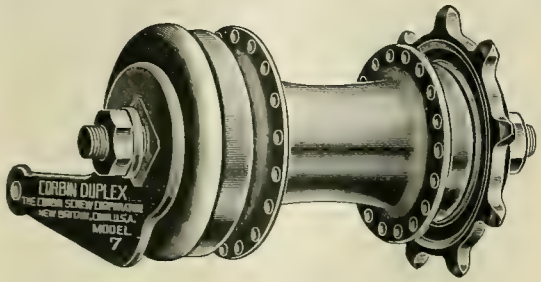
SOLE IMPORTERS

Times Building NEW YORK

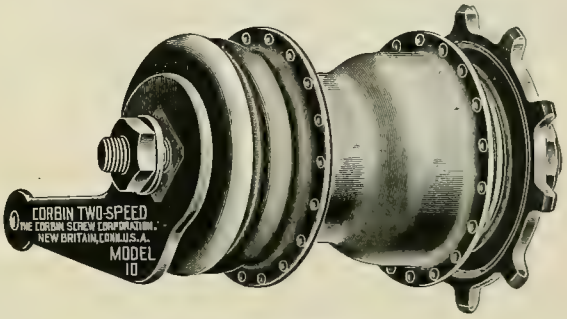
"The Call of the Road"

always means a

Call for the Corbin



REGULAR.



TWO-SPEED.

It's the Coaster Brake that for many years has met the call and been found not wanting. It is a device that adds delight and value to any bicycle.

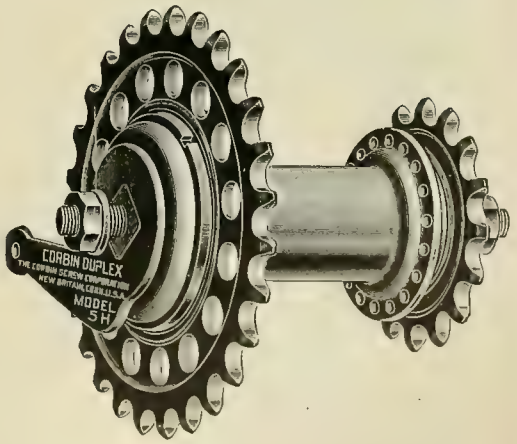
and

The Name Corbin

is a Guarantee that it's right

☛ Fully 75 per cent. of the Coaster Brakes in use on motorcycles are Corbins. That means something to the thinking man

WE MAKE FRONT HUBS TO MATCH

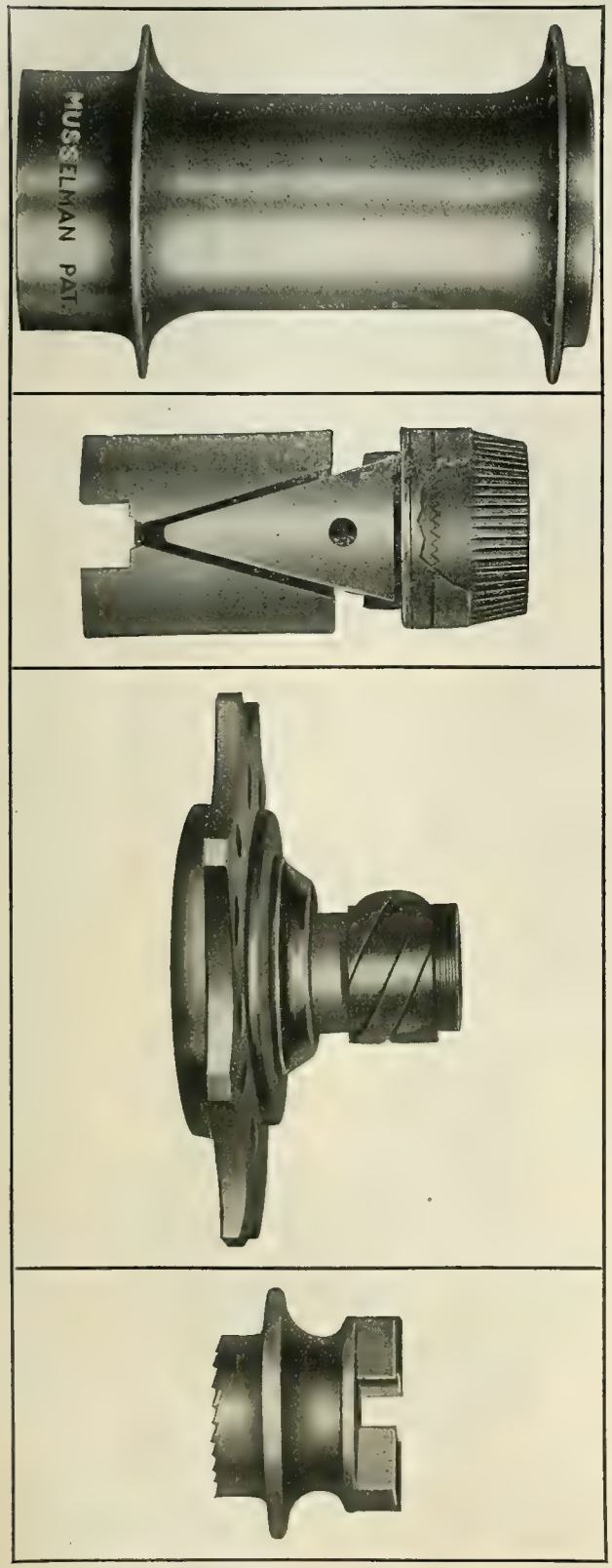


MOTORCYCLE.

Be Safe!
Specify the Corbin

Corbin Screw Corporation, = New Britain, Conn.

"The Armless Wonder"



The Musselman Automatic Coaster Brake

THE NEWEST AND BEST

No Springs, Levers or Braces and no complicated parts to get out of order and cause trouble.

A side arm is absolutely unnecessary on the Musselman Brake and would be out of place.

Weighs only 25 ounces.

No larger than a rear barrel hub.

Only one half the parts that are generally used on a Coaster Brake are required and the Musselman Brake is so simple that a child can take it apart or put it together.

This is your opportunity, Mr. Dealer.

Musselman Coaster Brakes are fully guaranteed by us and it's a case of your money back if you do not find them just as represented.

The easiest selling Coaster Brake on the market.

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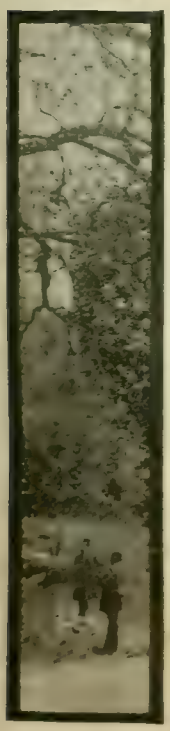
THE MIAMI CYCLE & MANUFACTURING COMPANY, MIDDLETOWN, OHIO

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

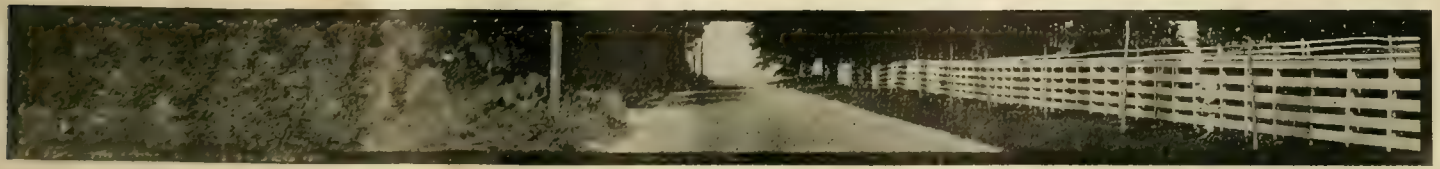
Volume LVII | New York, U. S. A., Saturday, April 25. 1908 | No. 5











ANSWERING THE CALL OF THE ROAD.

Unwithered by Age, Unstaled by Custom

That "there is no age limit to cycling" is an aphorism as old as cycling itself, but one ever appropriate. There are so many examples that to cite even a small percentage of them would be to fill columns such as this. Suffice it to mention a few of the more shining lights, such as Thomas W. Davis, of Peoria, Ill., the "grand old" octogenarian who last year pedaled 5,400 miles; Dr. Jesse C. Green, the 90-year-old dentist of West Chester, Pa., who rides his bicycle daily; the "young" First Assistant Secretary of State, Alvah A. Adee, of Washington, who makes an annual tour abroad, and President Charles W. Eliot, of Harvard University, whose fondness for athletics in general, but more particularly for cycling, has kept him one of the most active university heads in the world to-day.

President Eliot is only seventy-five years old, and to see him start out from his home in Cambridge early every clear morning, jump on his bicycle and pedal up Brattle street like any boy in his teens, one would not think it. Sometimes Mrs. Eliot accompanies him, for she, too, is an ardent devotee of cycling.

It is not every one in Cambridge that sees President Eliot take his early morning ride, for the energetic doctor usually starts out at five o'clock—sometimes not quite that early, but always before seven. He usually rides down Harvard street, around the square, out Brattle street to Fresh Pond. Sometimes he varies the course and goes out through Massachusetts avenue into the country, where the quiet woods and fields serve more than any other course to relieve the strain of his ever-active mind. He seldom arrives home later than eight o'clock, that he may be sure to have breakfast with the other members of the family.

Although President Eliot is a strong believer in all rational outdoor sports, and a follower of many of them, bicycling is, however, his favorite diversion, and he is a living testimonial of what it has done for him. Perhaps it is just this that caused several Harvard students to emulate their president, and start a bicycle club some time ago.

President Eliot began bicycling many years ago and has remained faithful to its precepts ever since, as have, indeed, many other notable brainworkers who live in Cambridge. He has been a sportsman since his youth, and now at seventy-five years, rides a horse, sails a boat, plays tennis, climbs mountains, and does sundry other things that most men half his age would consider too strenuous for them. President Eliot's long administration as head of the biggest educational institution in America always has been marked by vigor and consistency. The secret of his success lies in his interest in all that benefits the youth under his charge, and in his own perennial youthfulness. He is indeed a marvel of physical, as he is of mental, activity.



PRESIDENT ELIOT, OF HARVARD, AND MRS. ELIOT OUT FOR THEIR DAILY RIDE

The Utilitarian Side of the Bicycle

While the pleasure side of cycling is too apparent for remark the utilitarian uses to which the bicycle is put necessarily are not so manifest. The average person knows that the bicycle has its commercial advantages, for he sees the butcher or the grocery or the laundry boy delivering packages with the aid of a basket strapped to the handle bars or perhaps swung across his arm; he observes the uniformed messenger boys scurrying here and there; he notices the mail collectors performing their duties on bicycles; but certain it is that there are few who realize the great extent bicycles are employed by some great corporations of the country, and the manifold uses to which they are put.

The United Gas Improvement Company, of Philadelphia—one of the greatest establishments of the sort in the world—affords a striking illustration of the sort. From a beginning ten years ago with one bicycle as its total equipment, the bicycle service of the Distribution Department of this huge corporation has increased until at the present time it employs 293 bicycles and 18 motorcycles.

The work of the Distribution Department consists of maintaining the service of gas from the time it is manufactured until delivered to the appliance where used by the consumer; the department being directly in charge of a chief engineer and assistant. The service of the entire city is divided into districts, six in number, each in charge of a district superintendent, under whose control are foremen, inspectors, turn-on and turn-off men, meter men, complaint men, practically all of whose duties are apparent by the titles of their positions. There are also firemen, who answer each fire call in their district, turn off the gas at the curb, and take out the meter if possible; employees of the Bureau of Records and mail carriers or messengers, thirteen in number, who operate on a regular schedule between the main office and the several district offices. All of this working force is in uniform and mounted on bicycles. The eighteen motorcycles are used principally in the outlying districts, where the territory is large and traffic more open.

Each man is given a certain number of orders to be attended to each morning, and during the day is in touch with his headquarters by telephone. When his mileage for the day, from twenty to thirty miles by cyclometer, is considered, the saving in carfare if trolleys be used, or the saving in time if "hoofing it" is done, is at once apparent.

What may be termed the speed class of the service are the firemen and leak men. The latter get to the scene of reported trouble far in advance of the wagon service, and are especially valuable in the early morning hours, when few trolleys are running. In this division also may be included those men who are skilled in the treatment of asphyxiation of persons overcome by gas. The company has a copyrighted treatment for these cases, in which all employees receive regular instructions from their foremen, some of whom are under 'phone call day and night, and are often able to render valuable assistance to the attending physician when summoned on a case.

There is a certain amount of rivalry among the firemen exactly as exists among the regular city force of firefighters—that is, for the credit of the fastest run, although no regular records are kept. A run of twenty-four city blocks over Belgian block pavement recently was made in fourteen minutes from the time the call was rung up. This performance is considered about "up to the minute." To some city scorchers it may not seem so remarkably fast, but when allowance is made for the change of costume necessary, the none too smooth roadway, to say nothing of the twenty-four pounds of tools carried on a thirty-eight pound bicycle, the respect for the performer perceptibly increases.

As for the bicycles, they are of the "made to wear" kind, as is all the equipment of the department, it being the very best the market affords. The eighteen motorcycles are of a well known make, while the bicycles are built in the company's own shops.

The lightest kit carried is that for the treatment of asphyxiation. It weighs about five pounds and is carried in the right hand of the rider as shown in the illustration.

A strict charge account is kept against each wheel, so that the cost of maintenance can be ascertained to a nicety that is at once satisfying and convincing proof of the economy and usefulness of this branch of the service to the department as a whole.

BICYCLE BRIGADE OF A BIG GAS CORPORATION.



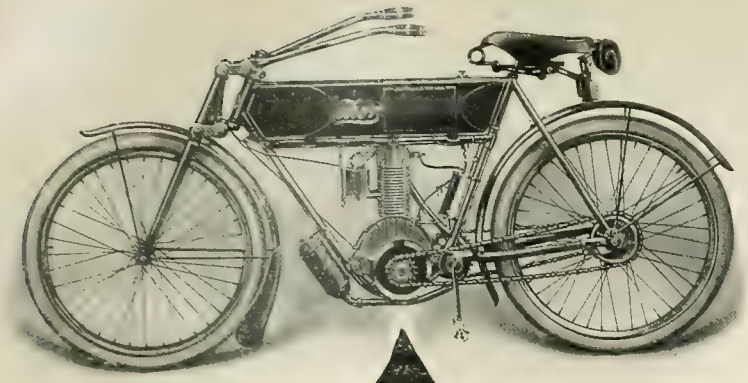
ONE OF THE MAIL CARRIERS



ASPHIXIATION EXPERT AND AN INSPECTOR



ONE OF THE FIREMEN



The *Thor*

MOTORCYCLE

is unexcelled for its Efficiency and Durability

THE REASONS ARE APPARENT

¶The *Thor* Geared Transmission Motor has an anti-friction bearing for driving shaft.

¶The Transmission is integral with the Motor. It is dust-proof and self-lubricating.

¶The pinion on the shaft, engaging with the annular gear which runs on ball races on the rim and in the center, reduces the friction to the minimum and abolishes the short chain with its friction, noise and wear. This reduction of the friction to the minimum not only increases the power to the maximum but makes the motor of the silent type.

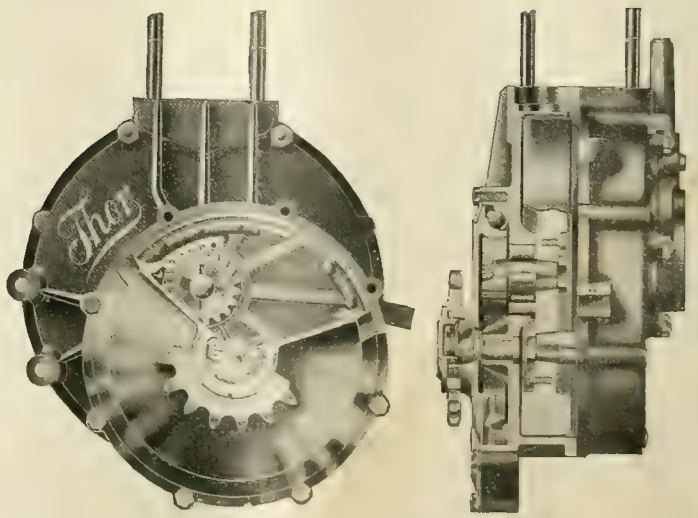
¶The bearings of the annular gear being fixed, the motor is always in adjustment and there is no pulling strain or side strain on the shaft. Driving Sprocket can be changed without effecting any other part of the motor.

¶The general design of the *Thor* makes it a compact and properly balanced motorcycle that permits of easy and comfortable riding.

In short, the *Thor* is the PROGRESSIVE MOTORCYCLE—

THE

QUALITY MOTORCYCLE



Write at once for the *Thor* Agency

"IT'S THE LEADER"

Aurora Automatic Machinery Co.

AURORA, ILLINOIS

CHICAGO SALESROOM, 1470 Michigan Ave.

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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 25, 1908.

Obedience to Nature.

In the early days of the bicycle, young men slept with their machines; took them into their private rooms; lost sight of them not for a minute. A youth who bought his first bicycle was practically in the "first love" state, with the difference that it was a wheel, not a girl, that won his devotion.

In those days cycling was a religion; it took the place of all the vices. It was a "touch of nature" that made the whole world kin. There was a universal freemasonry among wheelmen, and absolute strangers awheel saluted each other as brothers.

For the time being, cycling was the death of the patent nostrum. If one had a headache, or any other physical ache, the doctor recommended, not pills, but a bicycle. And, through the ministrations of the cycle, sick folks became well and well people more so. The bicycle rejuvenated all ranks.

And what was true of these old days is equally the fact to-day. The pressure of life is stronger now than ever; is, in fact, stretched to the breaking point. Mind and money are increasing everywhere. Mental and physical well-being are largely vanishing. The vast majority bear the burden of inner and outer discontent, with neither body nor minds at ease, at par. They are ceaselessly climbing, without pause for God or man; climbing, climbing, climbing—toward what? To metallic caskets, which are the final symbol of present day superiority.

Hence we see vast hordes, hundreds of thousands, turning this way, that way, and vainly trying to cure soul-weariness—weariness of the body, too. Forsooth is the vogue of the new curative fads, as mental healing, new thought, and all that class of delusions. Delusions? Well, mostly that; for it is true that there is a grain of truth in all of them. Your new thought man-of-the-hour will say: "Brain ache! No such thing; mere illusion. There is no pain." Supreme tommyrot, of course! For He who made pleasure also made pain. Joy is the final flower of obedience to nature's laws. Pain is the penalty of their infraction. Obey nature, and you have a fine body and big brain. Perfect obedience gives the man who will live long, the man who will do great things, and finally fall quietly off the tree at a ripe old age. Disobey nature and you have pain, impotence; general futility is the net result. Where several generations worship nature's laws you have finally a Washington, a Napoleon, a Bismarck, a Cavour, and so on, world actors, world thinkers. Otherwise, man cometh up like a flower in the morning and in the evening is no more.

bedient to the third and fourth generation.

But, leaving the general and harking back to the point: The soul is the sister of the body. Keep the body right and the soul smiles. No gift on this earth equals the gift of perfect health. In the bicycle the world has a perfect health instrument, a healer, a strengthener. You put off your "worry" clothes and jump into cycling togs. In such a rig you are no longer a stock broker, a preacher or a mechanic, but simply a cyclist. You mount and move—at once you have passed through the high and wide portal into the simple life. Five minutes, twenty minutes, and you are away from it all, free from the ledger, free, altogether free, from the ghastly realities of a previous existence. For with your simple cycling rig you unconsciously put off all worries, all vocations and become a simple lifer, a new thought man, a mental healer of the real sort. You are obeying nature.

Cycling is a beneficent pastime, an alluring recreation. It stimulates the heart and the nervous system, the two great factors. It reclothes the mind. It beats back time. It is a mental and physical tonic. The change of scene, the gentle exercise, the slight vibration—all this works physical wonders.

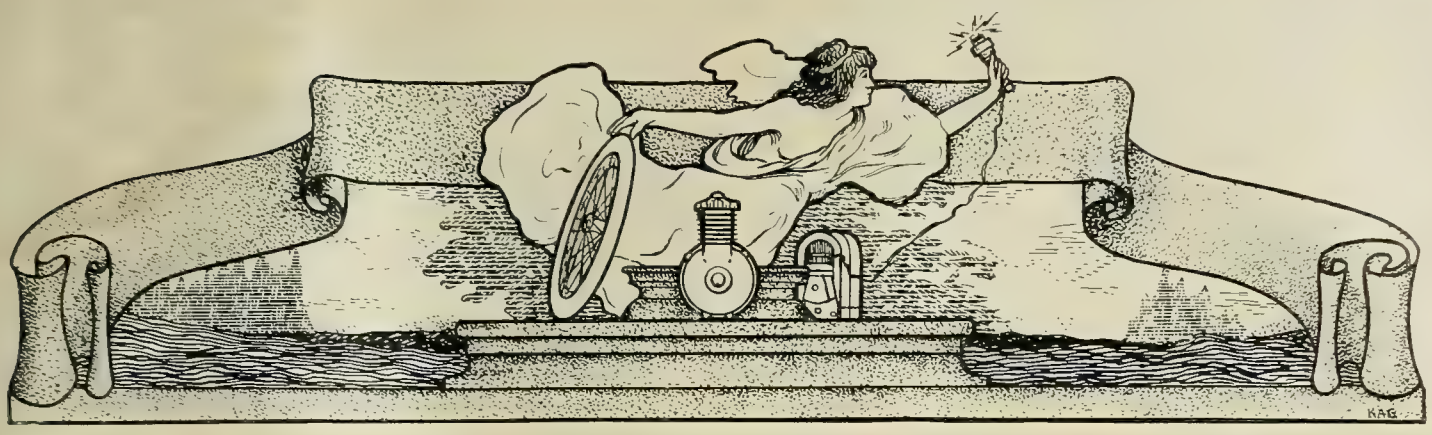
In the face of judicious and occasional, or even constant cycling, dyspepsia, the general seat of evil, vanishes. It is known no more. Cycling finally brings the stomach to convert food into serum, thus favorably affecting the entire physical scheme. For cycling produces hunger, real hunger, a great genius for food, food, food; and hunger and digestion are the pillars of health.

Pity the man, or woman, who cannot or will not see it. Pity those who will not leave Bedlam and the Bedlamites at their business, who will not cycle and go out into the green places; who will not leave the highways and seek the byways; who will not obey nature's law as it should be obeyed and with such an instrument as is within the reach of all. Pity those who, objecting to physical exertion, will not seek the open with the most modern and perhaps most exhilarating of all bicycles, the motor bicycle, with which man "toils not while he spins," and which brings the green fields within such easy distance.

"We enclose our check for $2 to renew our subscription for the Bicycling World. We cannot understand why everybody does not ride a bicycle or how a dealer or rider can be without the Bicycling World. Our Mr. Roy, who is 62 years old, has been a subscriber for 18 or 20 years."—Roy & Jones, Alexandria, Tenn.



"THE MOTORCYCLES BUILT FOR TWO"—THREE, AND EVEN FOUR.



The Motorcycles of 1908 and Their Characteristics

"Leveling the hills" and "laughing at headwinds" has become a more popular pastime during the past twelve months; and signs are not wanting that the pastime is due for a very much greater measure of popularity.

This is to say that motorcycles now are in a fair way of receiving the recognition which is their due. The public is awakening to the merits and usefulness of the remarkable little machines which, possessing practically all the advantages that have caused the pedal propelled bicycle to be universally recognized as an unrivaled means of locomotion, yet rob the hill and the headwind of the toil they have held for so very many cyclists and former cyclists and which, withal, so readily and so greatly enlarge their riders' field of operation and so easily annihilate distance that what was five miles is now not much more that two. The pleasure run of 80 or 90 or 100 miles is now as easily accomplished as is the cycling jaunt of 35 or 40 miles.

The public is discovering how simple is the means of motorcycle control—a mere twist of the wrist; how economical is motorcycle travel—80, 90 and 100 miles with a gallon of gasolene costing 20 cents; how reliable in action, how readily understood, how inexpensive in upkeep—aye! and slowly the public is discovering that motorcycles are not "such noisy little things." The public is learning that that libel properly is chargeable not to the machine but to some of the heedless men who ride it—men who have no regard for others or for the good repute of their own pastime—men who, childlike, "like the noise" or who desire to attract attention to themselves and who, to serve these ends, ride through city or country with their mufflers open and emitting the irritating noise suggestive of Gatling guns which has proved so generally offensive and caused a too general misconception of motorcycles. Save on steep hills or where the going is heavy, open mufflers are unnecessary and the men who open them should be regarded not only as public nuisances but deserve to be considered as enemies of motorcycling.

During the past twelve months, there has been marked improvement in the construction of motorcycles. While there is little, if anything, that rightly may be termed radical, the improvement has been far reaching in its effect, in that it has contributed to comfort, to simplicity, to reliability and to convenience. Generally speaking, motors have been made more powerful; wheel bases have been lengthened; frames have been made lower; levers have been eliminated, which means that the twist-of-the-wrist grip control is now almost general; spring forks have been made more elastic; handle bars are longer; rubber pedals have come into use and tanks have been enlarged and the fuel capacity thus been increased. On belt machines, belts have been widened and on chain machines, the roller chain has almost wholly displaced the block type. Two-cylinder machines have greatly increased in number and are attaining almost unexpected popularity. The magneto also finally has found a degree of favor, and while the dry cell remains the standard source of ignition, for the first time a number of American manufacturers are offering the magneto—"the everlasting battery"—as an option and, despite the extra price that is asked, it has met with an immediate and increasing demand. The imported motorcycles all use magnetos as a part of their standard equipment.

The accompanying table presents in concise form the essential specifications—including the piston displacement, but excepting the weight—of the motorcycles which actually are made in marketable quantities and which are purchasable in the American market. The weights are omitted because they cannot be correctly given. Catalog weights in too many cases are so much less than actual or even approximate weights that they are meaningless; they miss the truth by from 5 to 50 pounds.

Increased power characterizes the entire line of Indians for 1908, which, not to include the tricar and the van, constitute five models: three single cylinders, 2¾, 3½ and 4 horsepower—and two twin cylinders, 5 and 7 horsepower, respectively, and although "Indian horsepower" has assisted in making the line famous, its makers, the Hendee Mfg. Co., signalized the new year by boldly breaking away from the elastic and much-abused term "horsepower" and substituting for it piston displacement in cubic inches, a basis which is inflexible and renders guess and jugglery impossible and which immensely facilitates comparison. While the general appearance of the machine that has done so much not only to insure its own fame but to sustain the American reputation, does not differ radically from the original model, no year has passed during which some notable Indian innovations or improvements have not made their appearance; and the year 1908 is no exception to the rule. In the category, is a mechanically operated inlet valve so ingenious in design that one cam operates both the inlet and exhaust valves of the "single" and the four valves of the twin motor. The option of automatic or suction valves, which entail the use of a spring, is offered, however, as is the choice of roller gear drive or roller chain drive, and the choice of the cylindrical battery case, accommodating the three special Indian dry cells, or a new battery box which will hold the standard No. 6 cells. As only as public nuisances but as enemies of motorcycling.
supplied when desired. The piston of the motor has been provided with an oil groove to prevent oil from working over the piston head and fouling the spark plug and causing carbon deposits, while the base of the engine has been fitted with an oil

Prices and Principal Specifications of the 1908 Motor Bicycles

INCLUDING PISTON DISPLACEMENTS.

AMERICAN MACHINES.

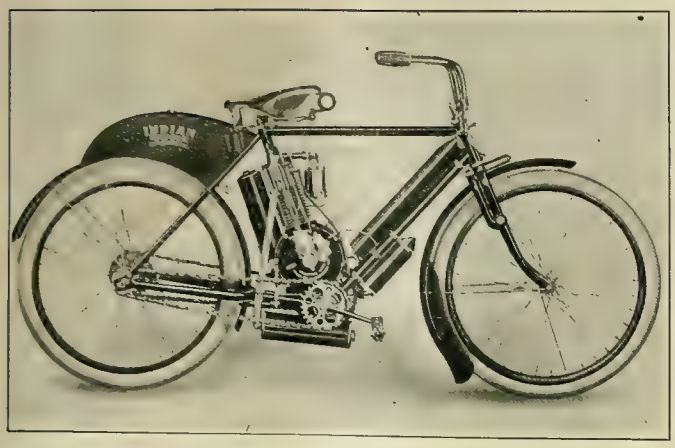
	Price.	No. Cyls.	Bore. Inches.	Stroke. Inches.	Displacement. cu. in.	H. P.	Transmission	Wheel Base.
Armac	$200	1	3	3½	24.740	3	V-Belt	53
Auto-Bi	210	1	3¼	3¼	26.961	3	Chain-Belt	54
Crouch	175	1	3 3-32	3 3-32	23.257	3	Flat Belt	43
Curtiss	200	1	3¼	3¼	26.961	3	V-Belt	58
Curtiss	275	2	3¼	3¼	53.922	6	V-Belt	58
Excelsior	225	1	3⅛	3½	26.845	3¼	Flat Belt	56
Harley-Davidson	210	1	3⅛	3½	26.845	3¼	Flat Belt	54
Harley-Davidson	275	2	3⅛	3½	53.690	6	Flat Belt	57
Indian	200	1	2¾	3¼	19.304	2¾	Chain	51
Indian	225	1	3¼	3¼	26.961	3½	Chain	51
Indian	300	1	3 7-16	3¼	30.162	4	Chain	51
Indian	250	2	2¾	3¼	38.608	5	Chain	51
Indian	350	2	3 7-16	3¼	60.324	7	Chain	51
Light	185	1	2⅝	3¼	17.589	2¼	Chain	54
Light	225	1	2¾	3¼	19.304	3	Chain and Gear	56
Light	350	2	2¾	3¼	38.608	5	Chain and Gear	60
M-M	140	1	2¾	3	17.819	2¼	Flat Belt	53
M-M	200	1	3¼	3¾	31.109	3½	Flat Belt	53
M-M	250	2	3¼	3¾	62.218	6	Flat Belt	56
Manson	225	1	2¾	3¼	19.304	3	Chain and Gear	52
Manson	275	2	2⅝	3¼	35.178	5	Chain and Gear	52
Merkel	210	1	3¼	3¼	26.961	3	Flat Belt	53
Minneapolis	250	1	2¾	3¼	19.304	3	*Chain	..
R-S	175	1	2⅝	3¼	17.589	2¼	Chain	51
R-S	200	1	2 15-16	3¼	22.026	3	Chain	51
Reliance	125	1	2 9-16	2⅞	14.827	2	Flat Belt	52
Reliance	175	1	3	3	21.206	3	Flat Belt	56
Royal	200	1	2¾	3¼	19.304	2¾	V-Belt	52½
Thiem	175	1	2¾	3	17.819	2¾	Flat Belt	52
Thiem	200	1	2¾	3¼	19.304	3	Flat Belt	54
Thor	200	1	2⅝	3¼	17.589	2¼	Chain	52½
Thor	250	1	2¾	3¼	19.304	3	Chain and Gear	52¾
Thor	300	2	2¾	3¼	38.608	5	Chain and Gear	52½
Torpedo	190	1	2 19-32	3¼	17.076	2¼	Chain	50
Torpedo	225	1	2¾	3¼	19.304	3	Chain and Gear	51
Torpedo	225	1	3⅜	3¼	29.075	4	Chain	51
Torpedo	275	2	2¾	3¼	38.608	5	Chain and Gear	51
Wagner	200	1	2¾	3	17.819	3	V-Belt	52
Yale-California	200	1	2¾	3¼	19.304	2¼	Flat Belt	51½

IMPORTED MACHINES.

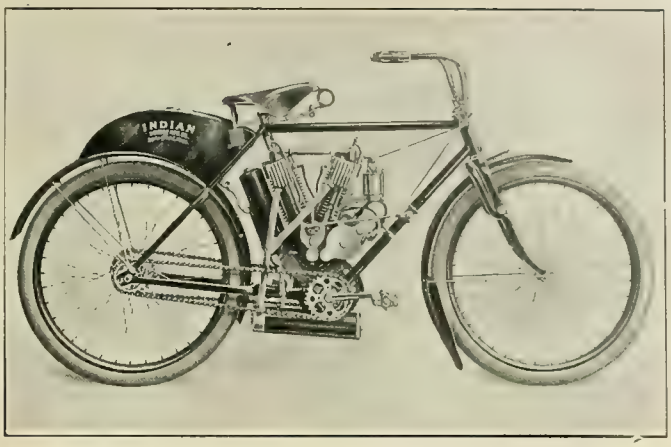
(Motor Dimensions in millimetres. One millimetre equals 0.03937 or nearly 1-25 of one inch.)

F.N.	$215	1	64	70	13.737	1¾	V-Belt	51
F.N.	350	4	48	57	25.167	4½	Shaft	56
F.N.	350	4	50	57	27.311	5	Shaft	56
Minerva	210	1	76	76	21.027	2¾	Flat Belt	54
Minerva	240	1	82	82	26.416	3½	Flat Belt	54
Minerva	275	2	70	75	35.213	4½	Flat Belt	54
N. S. U.	210	1	62	70	12.881	1¾	Round Belt	48
N. S. U.	240	1	75	75	20.211	3	V-Belt	53
N. S. U.	250	1	80	80	24.526	3½	V-Belt	53
N. S. U.	260	1	82	86	27.704	3¾	V-Belt	53
N. S. U.	310	2	64	85	33.360	4	V-Belt	59
N. S. U.	320	2	75	75	40.423	5½	V-Belt	59
N. S. U.	330	2	75	90	48.508	6	*V-Belt	59
Peugeot	225	1	80	98	30.049	3½	V-Belt	54
Peugeot	295	2	66	70	29.217	3½	V-Belt	54
Peugeot	325	2	80	98	60.197	7	V-Belt	56
Styria	285	1	82	90	29.193	3¾	Flat Belt	56
Styria	325	2	68	80	35.445	4½	Flat Belt	59
Styria	450	2	78	80	46.638	5½	*Flat Belt	59

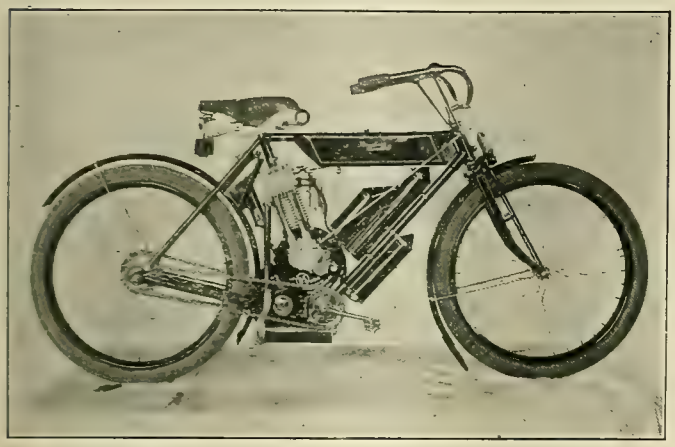
* Two-speed gear.



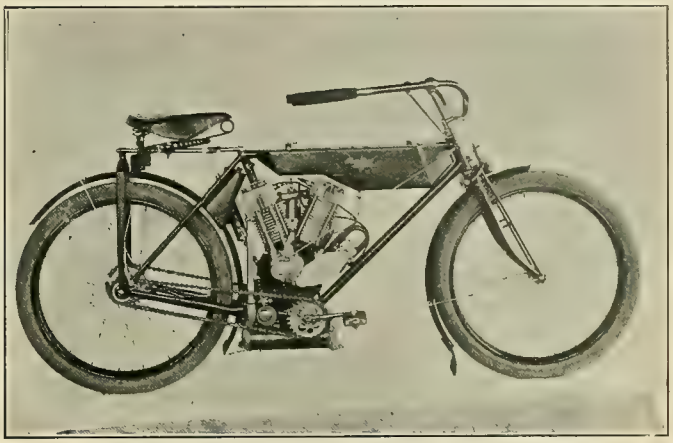
INDIAN 2¾ AND 3½ HORSEPOWER SINGLE CYLINDER



INDIAN 5 HORSEPOWER TWIN CYLINDER



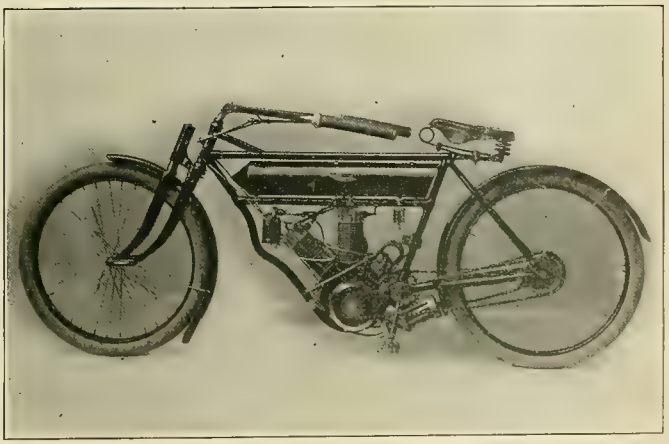
R-S 3-3½ HORSEPOWER SINGLE CYLINDER



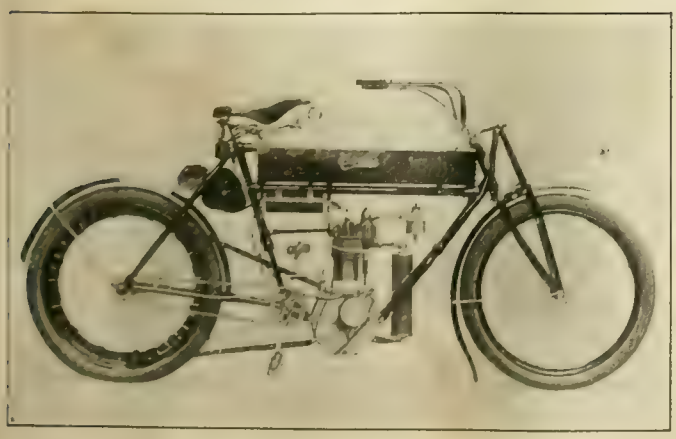
R-S 6 HORSEPOWER TWIN CYLINDER



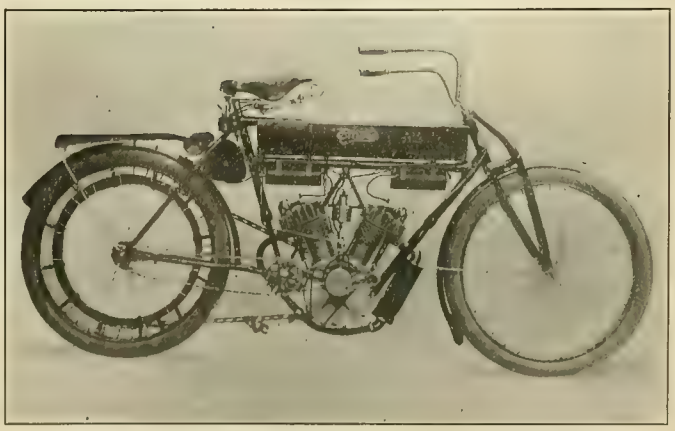
LIGHT 3 HORSEPOWER SINGLE CYLINDER



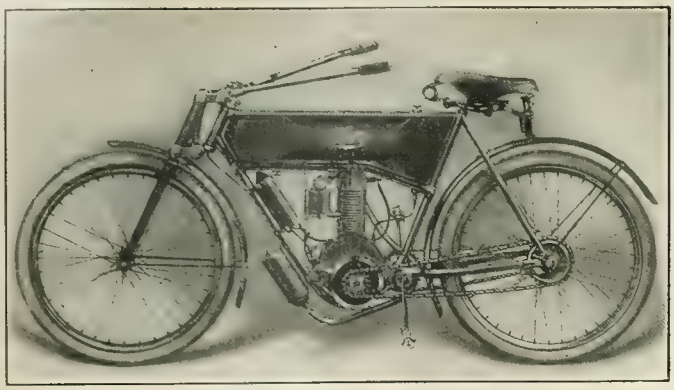
LIGHT 5 HORSEPOWER TWIN CYLINDER



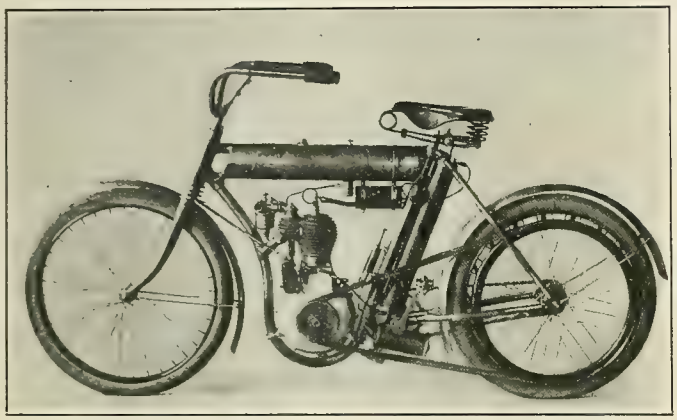
CURTISS 3 HORSEPOWER SINGLE CYLINDER



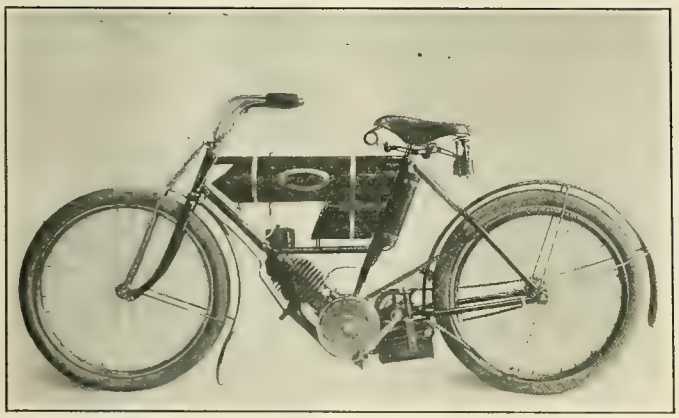
CURTISS 6 HORSEPOWER TWIN CYLINDER



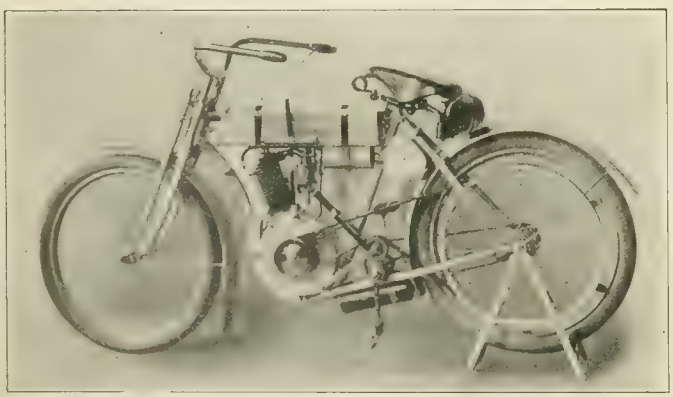
THOR 3 HORSEPOWER SINGLE CYLINDER



ARMAC 3 HORSEPOWER SINGLE CYLINDER



AUTO-BI 3 HORSEPOWER SINGLE CYLINDER



HARLEY-DAVIDSON 3 HORSEPOWER SINGLE CYLINDER

gauge, which permits the exact quantity of oil in the base to be seen at any time. Not the least of the innovations is the splasher affixed to the front mud guard, which is a contribution to the cleanliness of the rider. The double grip control, compensating carburetter, force feed oil pump, compensating sprocket and the other well known Indian characteristics, which includes the Corbin-Indian coaster brake, G & J tires and Brooks saddle, are retained.

While the R-S twin, rated at 6 horsepower and displacing 44.08 cubic inches, is an addition to the Reading Standard Co.'s family, it represents substantially only a doubling of the single cylinder R-S, which with its mechanically operated valves, gave such a good account of itself during last year. Both models have features in common; practically all of them are time-tried features, such improvements and refinements as were found possible being chiefly matters of detail; the compensating sprocket constitutes an exception and marks a departure. It dispenses with the brass friction ring, the friction surfaces having been combined with the side-plates and the sprocket ring being centralized on the hub by means of an unusually large ball bearing. The automatic cut-out switch arranged in the commutator and the improved spring fork, the cushioning capacity of which has been greatly increased, are other refinements. The double float feed carburetter, the geared double grip control, the girder forks and the remarkably ingenious oiling device are R-S "earmarks" that have been retained. Three standard dry cells remain the regular source of R-S ignition, but when desired the Bosch magneto will be furnished at an extra cost of $40. The motor tricycle, convertible to woman's use merely by removing the top bar, and the motor tandem, similarly convertible, still form a part of the R-S "family"; they have no rivals and it seems that ultimately they must attain no small popularity. A tricar and a van also are included in the line.

"Thor" is a name which has stood for very much that has had to do with the development of American motorcycles and always it is a name that has been attached to nothing that has smacked of doubtful quality. Thor motors and fittings, used by others, had become so well and widely known that when late last year their manufacturers, the Aurora Automatic Machinery Co., launched the complete Thor motor bicycles, under their own name-plate, they appeared not at all like strangers, though at least two of them were near to being radical departures, in that the motor employs a ball bearing self-contained reducing gear of the planetary pinion type instead of the countershaft and short motor drive chain usually employed on chain driven machines. This gear, which is beautifully worked out, is applied to the 3 horsepower single Thor and the 5 horsepower twin. The machines themselves are of distinctive appearance, which is heightened by the original form of spring forks, offset from the head of the bicycle proper, to which they are attached by hinge joints. An unusually large tank, containing compartments for gasolene, oil and battery, and with both ends beveled or wedge shaped, is another feature that is of striking appearance and design, which is true also of the V-shaped handle bars that are employed. Lubrication is by force feed pump. Double grip control, employing not telescoping tubes nor Bowden wires but flexible wire shafting, is another ingenious feature of an exclusive nature. Magneto ignition is supplied when ordered. The third member of the Thor line is the 2¼ horsepower single, which is of more conventional design. It employs all-chain transmission. It has a box-shaped oil and fuel tank attached to the top tube, the battery being carried in an original T shaped case secured over the rear mudguard; the fuel tank is fitted with a force feed pump. Double grip control of the more familiar Thor design is employed.

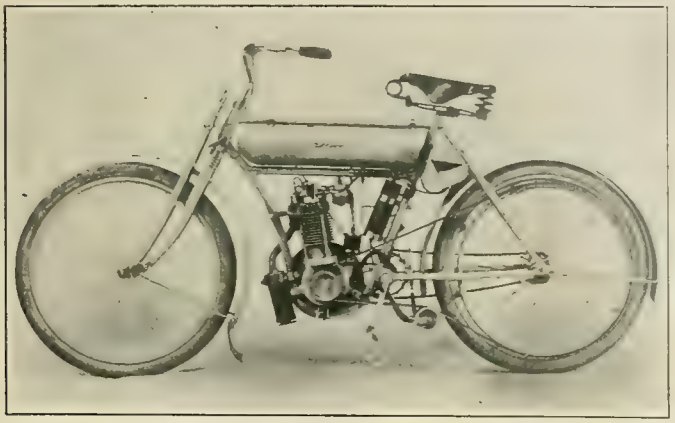
For 1908, the Merkel, which long has enjoyed the distinction of being the only spring frame motorcycle, also "stands out" as being the only one having a ball bearing motor, these two features being conspicuous enough to excite notice anywhere. The motor itself has been redesigned, and is full 3 horsepower; the valve

chamber is offset and provided with an outlet valve mechanism which includes an original and unusually ingenious throttle and compression release, operated by the right grip control. The adoption of double grip control has eliminated all levers; the Merkel system of grip control, which makes use of Bowden wires, is enclosed entirely within the handle bars. The tank is of the three-in-one variety, containing compartments for gasolene, oil and the battery, respectively. The adoption of the Heitger float feed carburetter; a wider belt, and a pull-up belt adjuster, are other improvements that have added to the value of the Merkel. Magneto ignition will be supplied at an extra cost of $40.

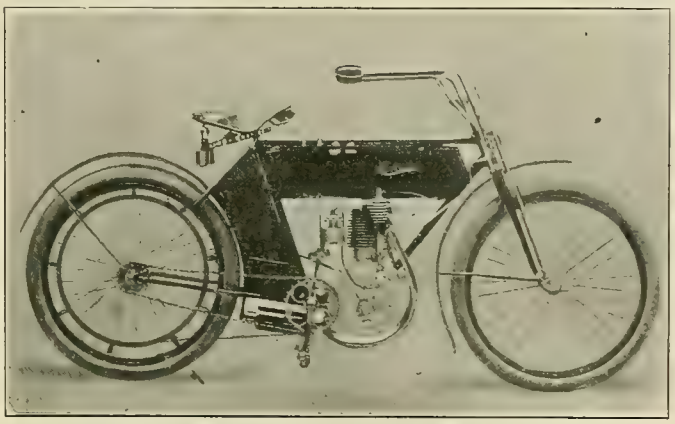
The Light, which in previous years had cast only a subdued glow, now is shedding its illumination over the whole land, its makers, the Light Mfg. & Foundry Co., Pottstown, Pa., finally having entered the trade in all earnestness and with determined aggressiveness. Their line is one that must command notice. It comprises three models—2¼ and 3 horsepower singles, and a 5 horsepower twin, each of which employs Thor motors, the two more powerful machines having the self-contained ball bearing, planetary gear transmission. In practically all other respects the Lights are thoroughly distinctive and incorporate much originality. Each model possesses its own individuality; even the frame lines differ. Of the exclusive Light features, the more notable are: (1) the spring fork, which contains a tubular double chamber and employs not only a compression spring of unusual length and strength, and a rebound spring, but a rubber bumper as well; (2) a three-in-one tank of unusual design, in that the battery occupies one side of the tank, the dry cells being bound by metal straps to a rounded board, thus being firmly held and at the same time readily removed or replaced merely by removing one side of the tank; (3) a double grip control incorporating bevel gears and a worm that assures that the control will not shift position; (4) a muffler of strikingly original design; it comprises 12 small tubes surrounding 6 smaller and perforated tubes; (5) an oil-from-the-saddle lubricating system equipped with sight feed cups. The Light "twin" incorporates all of these features and is further distinguished by an unusually long wheel base and low frame and by V-handle bars, and a saddle post which slides from the rear into the top tube of the frame. Not only is magneto ignition offered as an option, but purchasers are also given their choice of 28 and 26-inch wheels.

The 3 horsepower Armac still remains in a class apart. There is no other motorcycle like it, save, possibly, in general appearance. For despite the fact that it fairly bristles with features all its own, it is in no wise freakish. The motor itself is original, both in looks and in design, both head and base being rounded. It is centrally fired, that is, the spark plug is inserted in the top of the head, which is provided with an offset valve chamber, designed to keep the valves cool; it exhausts through the frame tube to the muffler. It is the proud boast of the makers, the Armac Motor Co., Chicago, that not an ounce of tin or solder enters into their machine and carrying out this idea, the top bar of the frame, which is a length of 4½-inch steel tubing, forms the non-leakable and unbreakable gasolene tank. Until this year, this tank also had a compartment for lubricating oil, but pursuing the idea further and to increase the gasolene capacity, a separate oil tank similarly constructed of tubing, has been made to form a part of the seat mast, and is provided with a sight feed force pump. The timing gears still are carried in the always accessible position in the motor base where they may be reached at any time merely by unscrewing the "lid." A new type of commutator which automatically breaks the circuit when the current is turned off, and a new grip control, formed of flexible steel shafting, are other 1908 refinements. Option is offered of 28 or 26-inch wheels.

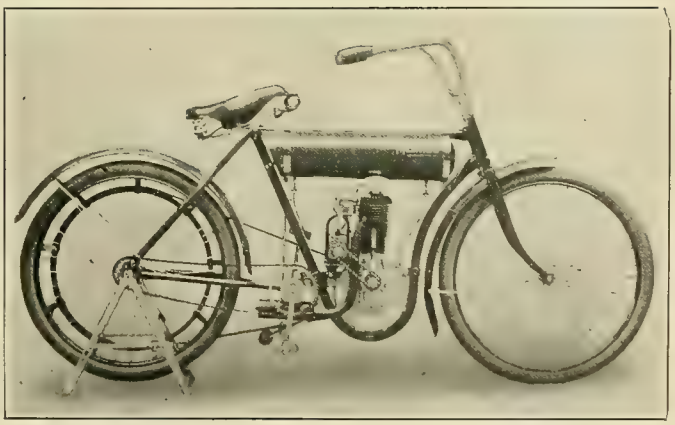
While they produce a single cylinder model, the G. H. Curtiss Mfg. Co., Hammondsport, N. Y., years ago centered their attention on their two-cylinder model and now that that type finally is attaining a considerable measure of popularity, the Curtiss "twin," being a ripened product, has not afforded much room for improve-



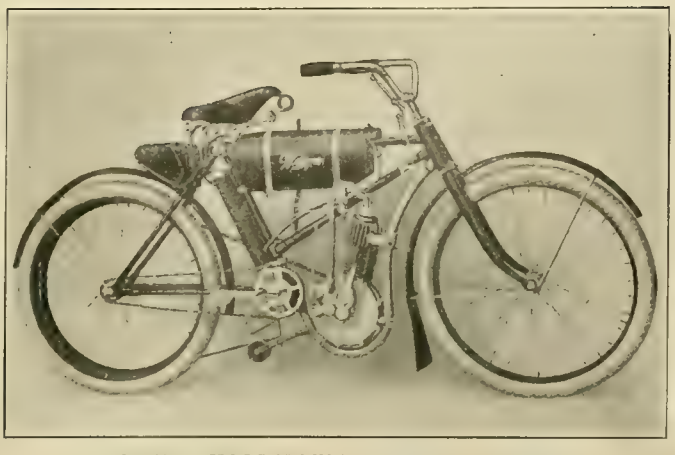
YALE-CALIFORNIA 2¼ HORSEPOWER SINGLE CYLINDER



EXCELSIOR 3¼ HORSEPOWER SINGLE CYLINDER



MERKEL 3 HORSEPOWER SINGLE CYLINDER.



WAGNER 3 HORSEPOWER SINGLE CYLINDER.

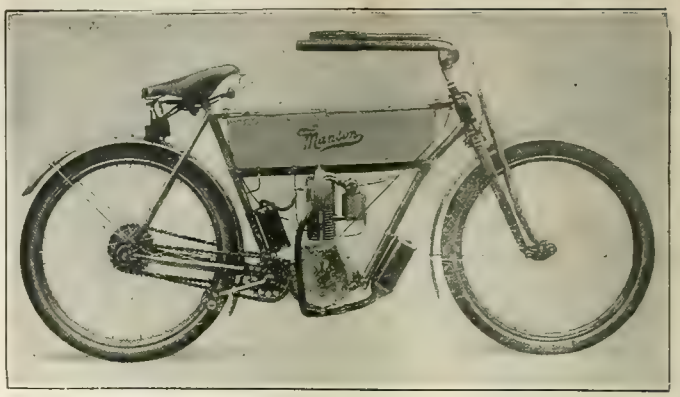
ment. The adoption of 30° valves is credited with having increased the power of the motor, but this and practically all other alterations have been in the nature of refinement of minor details. The most notable change comprises the adoption of double grip control, thereby eliminating all levers. The attaching of an oil gauge to the motor base, thus permitting the level of oil contained in the engine to be seen, is about the only other observable improvement. The motor is still of the centrally fired type, the valve chamber being offset, and only the head and chamber being provided with radiating ribs; the cylinders proper are bare of them. The motor is also distinguished by the use of roller bearings for the main shaft. The lines and make up of the Curtisses remain as heretofore, being characterized by long wheel base, trussed frame and forks, large tanks, and substantial construction. Magneto and 26-inch wheels are supplied when desired.

Of the latter-day motorcycles, none so quickly earned a reputation as the Harley-Davidson. It is a machine the very appearance of which suggests substantiability and power, and its performance has borne out its appearance. It has proven so satisfactory that nothing but the refinement of trivial details was found necessary, as, for instance, slight changes in the tank, the spring fork, the belt adjuster and the size of the mudguards. This does not imply that the Harley-Davidson Motor Co. have stood still. A two-cylinder model of 6 horsepower is in evidence to the contrary. And yet this "twin" is little more than a doubling of the single cylinder model. Save for the engine, it is a twin of the 3¼ horsepower machine. In all other characteristics they are exactly alike. It follows that it is a tremendously powerful appearing motor bicycle. It is what may be termed "generous" in every detail, for even in respect to tires, all Harley-Davidsons are generous; 2½-inch tires are the standard equipment. Option is offered of dry cell or magneto ignition, and when desired the Lang friction clutch, affording the much desired free engine and two speed gear, will be supplied.

The Auto-Bi, the oldest motor bicycle on the American market, remains one of the most distinctive. It is the one American machine that adheres to the horizontally-inclined engine, which is built into and forms a part of the diagonal tube of the frame; the engine is distinguished also by outside fly wheels, by auxiliary exhaust ports, and by a base or crank case which is divided horizontally in order to promote accessibility. The chain belt, a chain enclosed in leather, which has constituted an exclusive feature for many years, is retained, as is the trussed spring fork, which is unlige the general order of such forks; in fact, few and relatively unimportant changes were found advisable or necessary for 1908—a new float feed carburetter and a means of priming or flushing the motor with gasolene being the more notable ones.

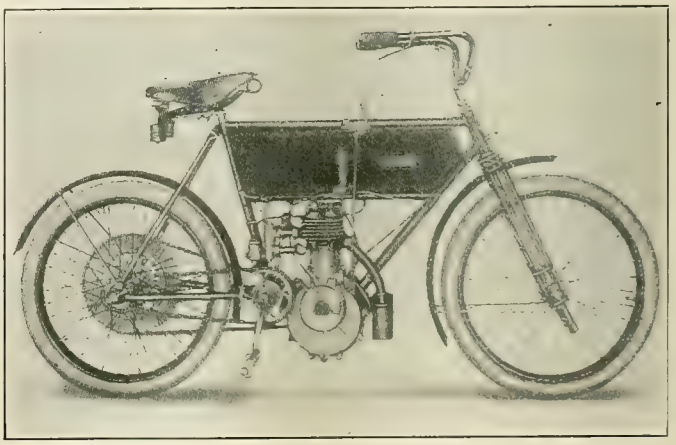
The Yale-California is another machine in which only an increase of power and detail refinement was found possible. It is now of 2¼ horsepower, its motor being distinguished, as heretofore, by an outside fly wheel. In the general going-over which the machine received at the hands of the makers, the Consolidated Mfg. Co., Toledo, Ohio, the grip control and the spring fork received particular attention and as now made are much stronger than ever before.

The 3 horsepower Wagner is another of the time-tried motor bicycles which for 1908 is presented with practically no important alterations; but the fact that its makers, the Wagner Motorcycle Co., St. Paul, Minn., late last year took possession of a factory of their own, suggests benefits and increased facilities that should make themselves apparent. The Wagner characteristics are a patented diamond loop frame; a twin fork; a motor with offset valve chamber and with spark plug set in the central firing position in the head; carburetter of the mixing valve type; a rounded but not round tank, and a solid one-piece V belt. The Wagner company is distinguished as being the producers of the only American motor bicycle for ladies' use. It is an adaptation of the man's model. By removing the gasolene tank from the top tube and depressing the latter, a semi-double drop frame is obtained; the tank is secured over the rear mudguard, and belt and both wheels are fitted with shields to prevent their interference with the rider's skirts. In practically all other respects, the machine is identical with the men's Wagner.

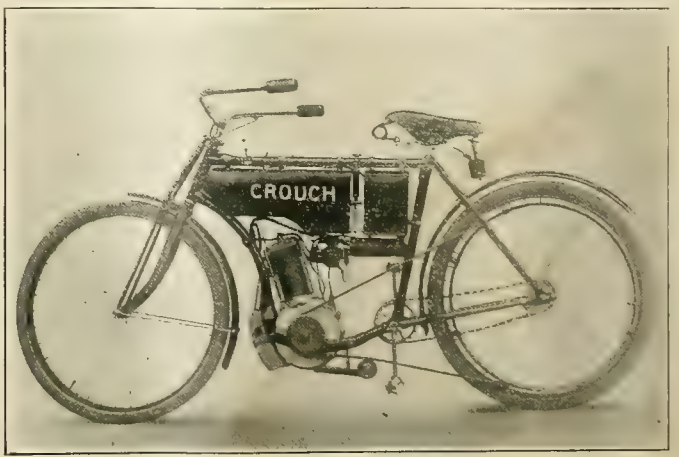


MANSON 3 HORSEPOWER SINGLE CYLINDER

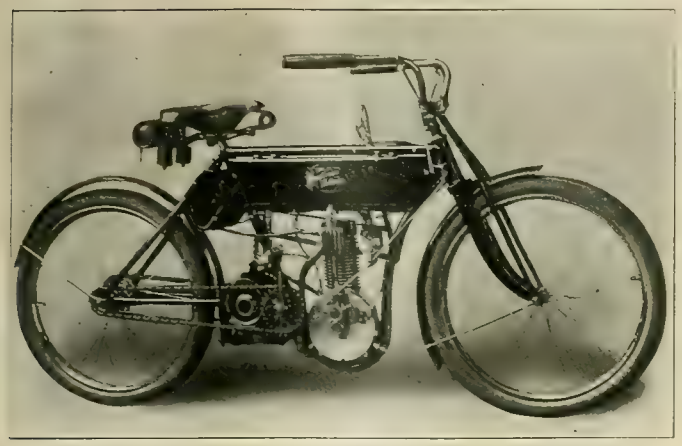
"Thiem" is another of those names which, while comparatively new as applied to a complete motor bicycle, is not new to those who have required motors and the fittings therefor. For the Thiem Mfg. Co., Minneapolis, Minn., have been producing bicycle motors for a number of years and lacking nothing, their Thiem motor bicycle naturally has been accorded immediate recognition and standing. It is made in two models, 2¾ and 3 horsepower, and a "twin" shortly will make its appearance. The machines are of graceful, trussed drop frame design, the motor, with offset



TORPEDO 4 HORSEPOWER SINGLE CYLINDER.

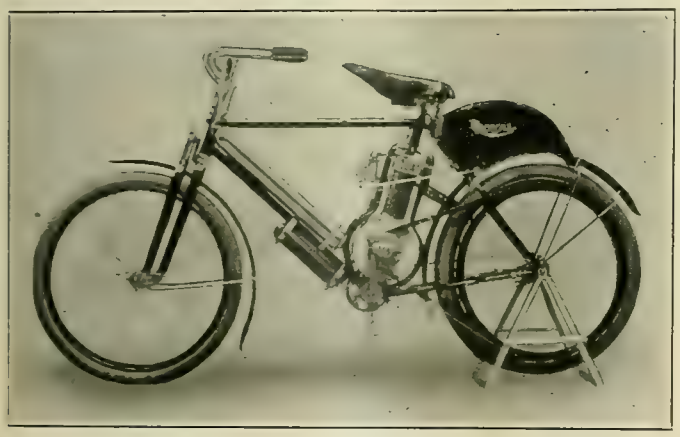


CROUCH 3 HORSEPOWER SINGLE CYLINDER



MINNEAPOLIS 3 HORSEPOWER SINGLE CYLINDER

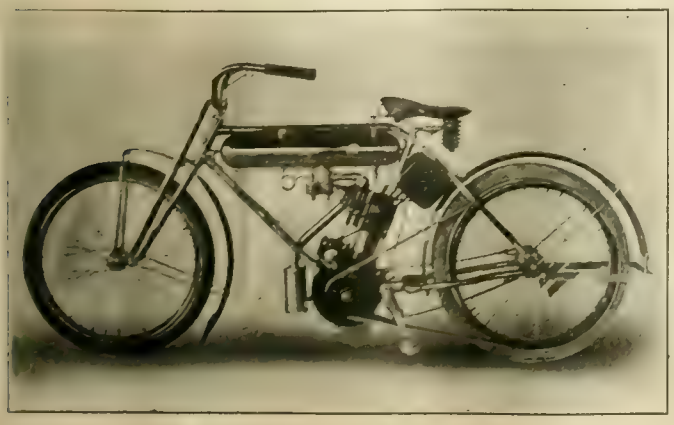
valve chamber, being carried vertically in the loop. Transmission is by V belt, and double grip control is employed. Schebler carburetter is the standard equipment. The Morrow coaster brake is regularly fitted but the Thiem people are liberal in their options. They will supply any other coaster brake the purchaser may desire, and offer the choice of Persons, Troxel or Mesinger saddles, and of G & J, Dunlop or any other tire, and in either 2¼



ROYAL 2¾ HORSEPOWER SINGLE CYLINDER

or 2½-inch sizes. Magneto ignition also will be furnished at an extra cost.

Being the product of the great, big Excelsior Supply Co., of Chicago, the Excelsior motorcycle, although a comparative new comer, will not be handicapped because of the fact. It represents a wealth of effort and experimentation, and was thoroughly tried out before it was placed on the market. It is of the long, low, substantial type, with a 3¼ horsepower motor of such large design as to carry with it suggestions of great power. The motor,



M-M 3½ HORSEPOWER SINGLE CYLINDER

which is suspended in a cradle, has an offset valve chamber, and is unusual in that while it employs a 45 degree exhaust valve, the inlet valve is of the flat seated type, as affording a quicker opening with less length of lift. The combined idler and belt adjuster is one of the Excelsior features, its purpose being not only to take up slack in the belt, but to permit the belt to be slackened when a free engine effect is desired. The spring fork construction also is unusual: The fork sides extend up to the handlebars and contain two sets of springs, a pair of secondary forks running parallel and also carried by the springs, working in guides parallel to the head tube. The unusually large combined fuel and oil tank is secured between the top and truss tubes of the frame, but the disposal of the coil and battery, is unique. They are contained in a commodious receptacle arranged between the seat mast and the rear mudguard. It is divided into two parts, the left side containing the coil and the battery, and the right side the tools; each part is readily accessible through a hinged door.

Five models now constitute the Torpedo line, made by the Hornecker Motor Mfg. Co., Geneseo, Ill., three of them employing the Thor motors and the other two imported Antoine motors. Unlike the Thor models, the latter drive direct from motor to rear wheel without counter shaft or reducing gear of any sort. Distinguishing features of the Torpedo are: 26-inch wheels; crank hanger mounted unusually high and above the motor base; straight triple spring fork, with the spring disposed in the central tube and a large combination tank, which holds not only gasolene and oil, but the coil and battery as well. The coil and battery are carried in the same compartment, which is fitted with a sliding door, thus rendering them easily getatable. A force feed pump is incorporated in the oil reservoir.

The Royal, the product of the Royal Motor Works, Worcester, Mass., which is making its "second appearance on earth"—it was first brought out in 1900, and later withdrawn from the market—is substantially an enlarged reproduction of the original model, which goes to prove how far it was ahead of the times. It is, of course, much more powerful—it now is of 2¾ horsepower—but the motor is carried in the same four-tube "cage" and is characterized by fluted or corrugated radiating flanges. Double grip control, instead of levers; a new float feed carburetter; a new design of exhaust valve lift and automatic electrical cut-off, and a cylindrical battery case, capable of containing standard cells, and with an extensible and removable bottom, which serves the double purpose of holding the case securely and yet permitting it to be readily removed, are among the other modern developments.

The Manson, produced by the Fowler-Manson-Sherman Cycle Co., is another machine employing a Thor motor. It is, however, made in one model only—the 3 horsepower, which makes use of the self contained gear drive. The trussed frame, in which the motor is mounted vertically in a division of the diagonal tube, and the combination tank construction are features of particular remark.

The Crouch, "a motorcycle devoid of fads," as it is described by its makers, the Crouch Motor Co., Stoneham, Mass., has undergone only minor refinement. It remains a strong, solid appearing mount. An increase to 3 horsepower and a new belt adjuster, regulated from the saddle, are the chief details of alteration.

One of the newest motor bicycles, the Minneapolis Two-Speed, which just has been placed on the market by the Minneapolis Motorcycle Co., Minneapolis, Minn., incorporates a feature that long has been awaited and that must play a large part in the future of motorcycling—a two-speed gear affording the much desired free engine, the device that not only assists hill climbing, but which actually permits a motorcycle to be ridden at a slow pace. It is the first time that it has been applied to an American chain driven motorcycle, and not unnaturally it constitutes "the" feature of the Minneapolis. It comprises a small-sized planetary

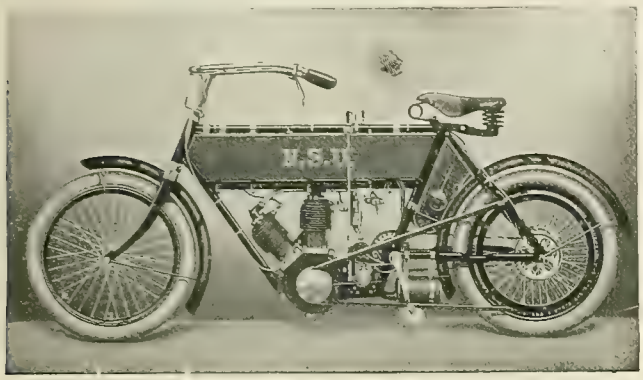
gear mounted between the motor and the rear wheel and driven by a short chain from the engine countershaft. It is so neatly worked out that one lever operated from the saddle controls the device. The entire machine is thoroughly modern in design and in make-up. It employs a 3 horsepower Thiem motor and other Thiem fittings and another model, mounting a two-cylinder engine, is "in the works" and shortly will be forthcoming.

The M-M line, to which a twin cylinder model has been added, has been improved in a number of details; the twin being destinctive in that the cylinders are disposed at unusually acute angles, the head of one being built into and attached rigidly to the seat mast and the head of the other to the lower frame tube. The Reliance line also has been increased by the addition of a light weight model, one weighing about 85 pounds.

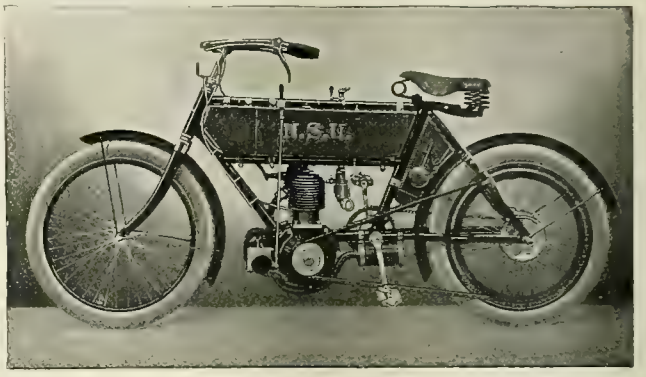
THE FOREIGN MACHINES ON THE AMERICAN MARKET

Of the imported machines that have been placed on the American market, two, at least, have become real factors—the F. N. and the N. S. U., which are the productions of two of Europe's largest and most notable manufacturing establishments.

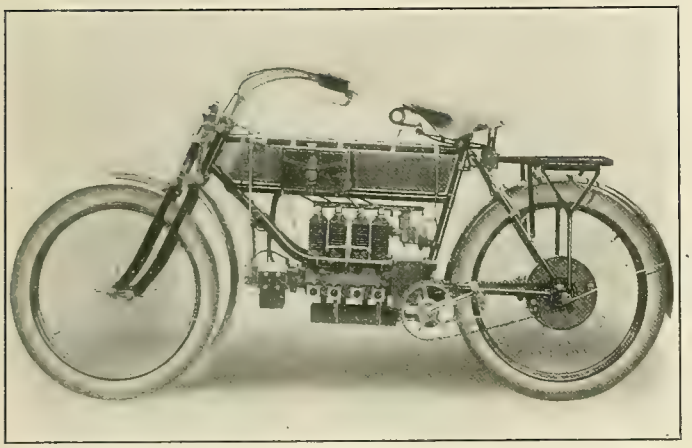
As the only four-cylinder motor bicycle, and the only one of any sort that employs shaft drive, the F. N. may be said to be in a class by itself. In general design the latest model differs little from its predecessors, but as it was built with special regard for American conditions, in response to the insistent urging of the energetic American agents, the Ovington Motor Co., New York, its field has been considerably enlarged. This American model, as it may be styled, is, however, more powerful than any of the others; it develops 5 horsepower; its frame is 20 inches high, two inches lower than before; rims and tires have been made heavier and the former now will accommodate American tires. The Bosch ball bearing magneto is the standard equipment, a larger type than heretofore being now employed. A hand operated band brake and a back pedaling band brake are included in the equipment. In respect to details only minor refinements have been found possible. The F. N. light weight, a 100 pound belt driven model, has undergone no change.



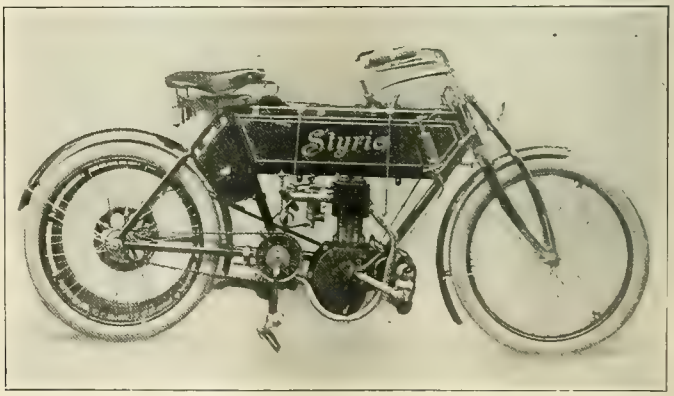
N. S. U. 4-6 HORSEPOWER TWIN CYLINDER.



N. S. U. 3-3¼ HORSEPOWER SINGLE CYLINDER



F. N. 5 HORSEPOWER FOUR CYLINDER



STYRIA 3½ HORSEPOWER SINGLE CYLINDER

The N. S. U., the German makers of which thought so well of the American market that only recently they established an American branch in New York, is presented as a perfected product that admits of only trivial refinement, a new two-leaved flat spring fork being the only recent development that is not in the category. The N. S. U. line is unusually diversified. In includes single cylinders of 3, 3½ and 3¾ horsepower, and "twins" of 4, 5½ and 6 horsepower, each model being also offered in light and heavy weights. In addition, there is the 1¼ horsepower single cylinder lightweight which, with magneto ignition, weighs complete, 80 pounds. Choice of fore car or side car also is offered. Excepting the lightweight model, all of the N. S. U.'s are of the long, low, substantial type, with mechanical valve motors, and are distinguished by 26-inch wheels, girder forks, large tanks, force feed pumps, magneto ignition, and V belts, which are unusual in that they are not leather, but an ingenious design of rubber and fabric. A back pedaling rim brake is also an N. S. U. feature. A two-speed gear, affording free engine, is offered as an option.

The Styria, an Austrian product, imported by Amos Shirley, of New York, only recently made its appearance in this country. It is offered in 3½ horsepower singles, and 4 and 5 horsepower twins, with the option of either belt or chain drive. An unusual feature of the "twins" is a two-speed free engine gear mounted integrally in the driving wheel. Mechanical valve motors, megneto ignition and other features characteristic of Continental practice are included in the Styrias.

The Manifold Utility of Motorcycles

When a road vehicle weighing approximately one hundred pounds, which requires only about two inches of road surface for its passake, which is controlled by a twist of the wrist, which is capable of almost unlimited speed, which can carry at great speed many times it own weight, which is marvelously economical, which levels hills as it climbs them—when a vehicle such as this becomes available its utilitarian side quickly must become apparent to the thoughtful man.

This has proven the case with the motor bicycle. The forerunners of the machines of to-day were, of course, designed purely as pleasure vehicles, but so quickly was it apparent that the motor bicycle could be made to serve more useful purposes than the mere pursuit of pleasure, that its quick adaptation to many lines of business followed as a matter of course.

Probably the earliest persons to realize the utilitarian value of the motor bicycle were physicians—those of the outlying and country districts. The old fashioned horse with its attendant expense of upkeep, care and worry connected with it, to say nothing of sometimes fatal loss of time, all influenced a decision in favor of the two-wheeled mechanically driven machine. Telephone linemen, whose work requires covering a great amount of territory, also quickly realized that the motor bicycle reduced the saving in time and expense to the tenth part of its former proportion, and for practically the same reasons has its use been embraced by hundreds of rural free delivery carriers.

And the great possibilities of the motor bicycle are but beginning to be realized, but the time is surely coming when the fire, police and other departments of the country's municipalities, to say nothing of the soldiery, must find it a great aid in their respective fields of operation.

Policemen, telephone linemen, mail carriers, physicians, collectors, mounted on motor bicycles have ceased to excite comment, and one manufacturer, realizing that fire departments must soon include motor bicycles as a part of their equipment is carrying on experiments along this line. To have a fireman at a conflagration long before the arrival of the engines, hose wagons and ladders, must many times obviate a conflagration that eventually might baffle an entire department. Already a complete motor bicycle signal corps is a part of the German army, and exhaustive experiments are being conducted in other countries.

The future of the motor bicycle is being determined conclusively. As a vehicle to further the world's work, its utilitarian progress, to become a potent factor in economic conditions of to-day and of to-morrow, its wide range of ultimate possibilities cannot be measured. By its use is found the answer to many troublesome problems in the world of commerce, the motorcycle van for light, quick delivery, supplementing the motor bicycle itself, in a manner that must appeal to tens of thousands of merchants, both great and small.



MOTORCYCLE "FIRE ENGINE."



TELEPHONE LINEMAN.



RURAL DELIVERY CARRIER.

Wouldn't this issue of the Bicycling World and Motorcycle Review be a good one to place in the hands of that friend of yours whom you would like to interest in bicycles or motorcycles? If so, remit ten cents in stamps and a copy will be sent postpaid to him—or her—at once.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau Street, New York.

ALL THE WAY FROM ARKANSAS



B'RER JOHNSON AND FAMILY TRY THE "NEW FANGLED THING."





Getting Close to Nature– An Ideal Holiday



RANDOM PICTURES CAUGHT BY THE WAYSIDE

If evidence is wanted of the health giving qualities of cycling, it is found in the fact that when the man who was once a cyclist, is ailing, or run down, or otherwise in poor health, his thoughts immediately turn to the bicycle, which suggests Nature's own remedies——exercise, sunshine and fresh air.

If evidence is wanted of the delights of cycling it is to be had in the lifelong memories and day dreams that come of a tour awheel.

To every right sort of a boy who has read the wandering of Huckleberry Finn has come the notion that the acme of human indulgence and care-free happiness is to be found in the simple pastime of floating down the Mississippi river on a raft, eating when one is hungry, sleeping when tired of eating, and smoking all the time when neither sleeping or eating. The charm of this existence largely is supplied to the imagination by the deft conjuring of the pen of Mark Twain, whose subtle hu-

mor and power of description combine to suggest a life that appeals with an almost irresistable power.

And how many men who have read Jack London's "Tales of the Road" have not found here and there, in the narrative, the account of incidents, in tramp life, which have appealed to the man who though far removed from the conditions and mental attitude of the professional hobo, has found himself envying, in part, the life of irresponsibility, the freedom from care and from the necessity of taking thought of the morrow.

But while is it not practical to do those things that, it is said, Huck Finn did, and while few men, who have home ties and business responsibilities, would attempt to adopt, for vacation purposes, a method of transportation that involved riding on brake beams or in freight cars, there yet remains one—and only one—way in which the wanderlust can be humored by man or boy; the opportunities are great, the cost is little, and for health giving roughing it nothing has or can equal the bicycle and its availability for touring which is at best but another expression for tramping, the latter word suggesting physical hardships, danger and dirt, while the former expression conveys the idea of a means of transportation, ideal in its quietness, unlimited in its range, and suggestive of green fields, fresh air and an irresponsibility that must always appeal to the tired worker.

Though my opportunities for diversion have been many and while my pleasures and amusements have been sought in different ways and in various fields, I can think of no one event or sequence of events that has been productive of more pleasant memories and day dreams than a tour I made on a bicycle, and alone, save for the occasional companion who joined me en route.

When I started from home my only definite plan was to return within two months. I purposed riding without schedule or route, going where the fancy of the moment dictated, and when there, staying so long as circumstances suggested. But while my route was delightfully indefinite, my plan or scheme for the tour had been worked out with elaborate care. I purposed spending most of my nights out of doors, under the sheltering protection of a big tree, or on a fragrant bed of new mown hay. Nights in cities or towns were to be avoided as far as possible, while barns or wagon sheds would serve to keep off the rain in stormy weather. To the end that these schemes should be entirely practicable and that chilly nights could be made comfortable, two blankets were compactly rolled and strapped behind the saddle. On the handle bars was placed the tool bag, containing only those things necessary for a roadside repair or adjustment, while in the frame, hinging from the top bar, was a leather case, modeled to fit the space in which it hung and intended to contain toilet articles, extra underwear, a few magazines and the always important tire repair kit; also I made a place for a camera. My costume was an ordinary inexpensive bicycle suit and cap, knickerbockers and stockings, but no leggins. The jacket usually was strapped to the top bar of the frame, its principal use being at night, or when in hotel dining room or restaurant. This was the equipment, and it represented the sum total of preparation for a two months' tour. I might add that the bicycle was geared to 76, and carried an efficient lamp on the head.

To the uninitiated the thought may occur that sleeping out of doors entails hardship and invites illness. I gave no thought to the possibilities of personal discomfort, and quickly concluded to chance the dangers of catching cold.

My trip was begun one day about noon. The air was warm and the sky clear. As I reached the outskirts of the city, leaving behind me the noise and bustle of traffic and the clang of the trolley gongs, I became possessed of a sensation of freedom that one never could feel when conforming to the conventionalities of society. At the start the suburban roads contained many vehicles, but as mile upon mile registered on my cyclometer, and ploughed fields succeeded Queen Anne cottages, the traffic rapidly decreased until as night approached I was almost alone and learned then the charm of an existence which had no dependence on one's fellow man. At dusk the restaurant of a little town supplied the light nourishment that I required, and pedaling on, I soon was away from human habitation and ready for the first night's sleep in the open. As I rode along I watched for the spot that would appeal to me as desirable for my bed and shortly I found it. It was over the stone wall that bounded



OUT OF THE TOWN AND INTO THE OPEN.

some one's estate and there, out of sight from the road, I spread my blankets and with a padlock and chain securing the rear wheel to the frame of the bicycle, I lay down and soon fell asleep.

The sun awoke me, and with the awakening came knowledge. Two things more were needed if no discomfort was to be experienced; enough water to care for the teeth and then a sandwich or a roll or crackers, so that some refreshment could be had until the opportunity for breakfast was at hand. However, I must needs do without these things this time and mounting my wheel I rode onward. Shortly a clean white farm house came in view. I rode up and asked a genial looking man inside the gate if I might wash up in his stable; permission was readily granted, and soon I emerged looking and feeling clean, at peace with the world and longing for breakfast. Diplomatic negotiations, first with the farmer and then with his good wife, resulted in a meal being supplied me and then indeed I appreciated one of the comforts to be derived from my vacation, meals to be had where real milk was served and the mysteries of restaurant cooking unknown. When I had finished breakfast it was only 7 o'clock and I rode away with no definite destination in view. I carried a pocket compass to prevent making detours on unfamiliar roads that would take me back to my starting points, and I went on in one general direction turning into this road or that whenever attracted by the promise of good cycling. Shortly before noon I crossed a stream and, dismounting, I locked my machine and left it by the roadside while I explored away from the public highway. I had followed the course of the water but a hundred yards when my quest ended in a pool that was most inviting. In a few minutes I was splashing in the water and swam until the dirt, dust and grime, the last remnants of the city, had been washed away, then returning to my wheel I rode on, looking for new fields to conquer, but more especially was I looking for another farm house that would supply a meal.

Though all of us have read of farmers' dogs and of the vicissitudes encountered by the genus hobo I gladly proclaim that never was I treated with unkindness and discourtesy when seeking favors from farmers. True, I always offered to pay for my meal and equally it is true that often no compensation would be accepted. I went from place to place, from city to city and from state to state and the experience of my first days on the road was repeated time and again. I soon learned to avoid hotels and restaurants wherever possible. The fresh produce of the farms and the pure milk always to be obtained in farm houses made an almost irresistible attraction.

Of course all was not "peaches and cream." There were days when rain kept



me within doors, but usually I could arrange to pass the hours within the walls of hotel or country inn, and, failing these, a farm house or maybe a barn offered a friendly shelter where with books or magazines the hours were whiled away. Occasionally I amused myself during these enforced delays by grooming the farmer's horses as they enjoyed a merited rest, and sometimes I would "lend a hand" at filing teeth in mowing machines, greasing axles or doing other odd jobs that the tillers of the soil reserved for rainy day occupations. With these activities to occupy the day time, the wet evenings have found me indoors entertaining, and being entertained by, the farmer's family. To them I was an interesting character, and they appealed to me as the happiest and most contented of mortals. How thoroughly I enjoyed these opportunities of having a part in the family gathering was shown by the fact that rainy days were hoped for rather than dreaded. And simple though the amusements were I yet recall memories of being in the family "parlor" and joining with the family as they sang the old, old songs to the accompaniment of a melodeon played by one of the daughters. But the nights were spent out of doors, for despite the oft times sincere invitations to stay in the house the hay loft was the more attractive and there I sought my rest.

Before the first week had passed I was aware of an improved physical condition. My lungs seemed stronger and my whole system was in better shape. I had entered a country where the roads were over hills and mountains, which, though often too steep for me to ride up, were not objectionable walks, yet but a short time ago I would have driven to the top or stayed at the bottom, for never would I have attempted to walk a couple of miles uphill. But the delights of those days in the hills, the beauty of the scenery, cannot be described. Often did I stop on the apex of a hill and look over the valley that lay below. With a view that was unobstructed I could see as far as the natural limitations of vision would permit. The valley suggested the checkerboard, the farms forming the squares, the houses and barns the pieces. Usually a railroad track could be seen turning here and there, and often when rolled in my blankets on some high peak I could see a single light slowly moving along the railroad below as a track walker with lantern and tools wended his way; and sometimes the moving light would stop,





GETTING CLOSE TO NATURE IN MANY CLIMES

and presently came the ring of iron as it struck iron, and I knew then that some loosened spike in the rail had broken the monotony of a solitary wanderer who, unnoticed and unheeded, had found his simple means of sustenance in safeguarding the lives of others.

Sometimes my way was through the valley, and again I rode in country where as far as the eye could see there was neither hill nor dale. Scarcely a day passed that some brook or creek did not make possible a refreshing plunge. And one day I earned a dollar operating a hay rake for a farmer who was short of "hands."

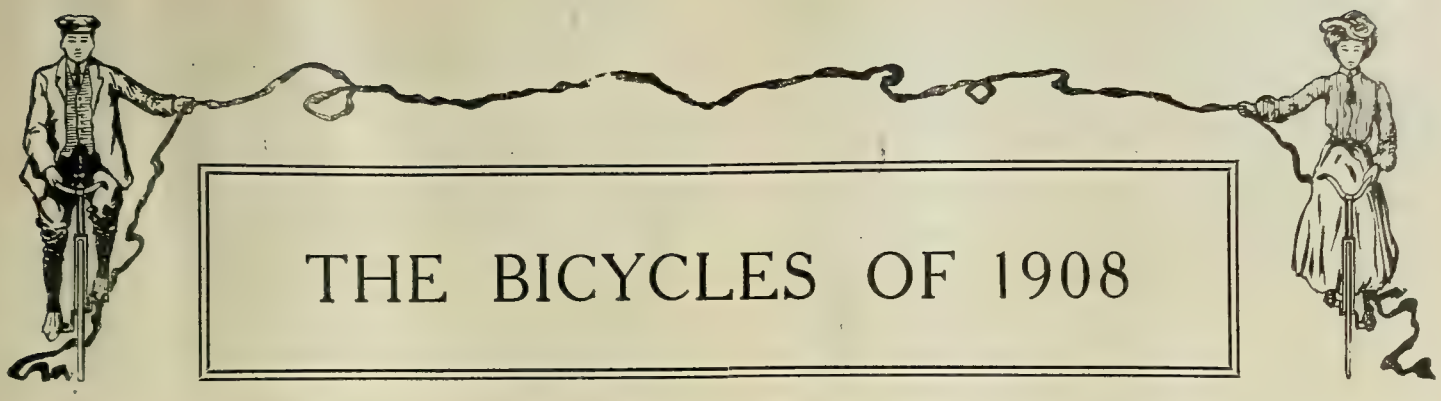
Of course I could not always find good cycling roads, but generally fair progress could be made on some path that was near at hand, though there were times when the machine had to be trundled but I did not disdain to walk; I was not touring to punish myself.

Such was the life day after day; I seldom saw a newspaper and cared nothing for what the world was doing. I was care free and fancy free. If the spirit seized me when the opportunity was at hand, I sent a short note to some friend or relative, but no answer was expected, nor could a reply have found me as my future was seldom mapped out with sufficient detail to permit of my naming an address where mail could reach me.

When finally the time came to turn homeward it was with genuine regret that I realized my wandering was over. Physically I was in perfect shape, and mentally I was rested. Though I had smoked for many years I found that the habit had almost gone and that pipe or a cigar held slight charms. My eyes, which had troubled me for years, were strong again, my weight had increased and my chest measured more than ever it had before. Altogether the trip had been beneficial in every way. I had seen much of my own country that I never would have seen in any other mode of travel. I had become acquainted with the life and habits of that class who are the strength of our nation, concerning whom I had lived in absolute ignorance. I had formed many friendships and made no enemies, and yet I had done that which almost every man can do, but which few have tried.

I came back scarcely poorer in pocket than when I started though I had gone almost 2,500 miles. I neither had attempted a big mileage nor cared what the total ride would amount to; generally I covered about forty miles a day, sometimes more, frequently less; but whatever the mileage I was satisfied with it. It was the happiest vacation of my life and often, when yielding to the fascinations of day dreams, my thoughts go back to the incidents of that ride, the wanderlust comes again upon me and the temptation to yield to the call is strong—then the stern realities of changed conditions confront me and reluctantly I dismiss the visions, yet always there remains the subtle influence of that past and the hope that perhaps once more it may become possible for me to leave the world in which I live and for a time revisit in the selfsame way that other world of which I have written.

H. J. B.



THE BICYCLES OF 1908

"As like as two peas," is an ancient and picturesque half-truth which has grown to be so commonly accepted as gospel as almost to obliterate the fact that no two peas really are alike at all. To be sure, from a suitable distance they look exactly alike. But "looks are deceitful," and the more closely any two little specimens extracted from the same pod are examined, the more their individuality grows upon the observer. Two little peas taken from two different little pods, if brought up close to the eye, may exhibit even more striking peculiarities.

"As like as two bicycles," is another expression—equally near to and farther from the truth—which is in danger of becoming current. All bicycles may be alike to the man who has forgotten how to ride, and whose interest in cycling is like his interest in the things at the bottom of the Dead Sea. They may be so nearly alike in form and manner of assemblage as to defy the inspection of an expert. Even so, there is an individuality about every bicycle which distinguishes it from all others, whether from the same pod or vine, or from plants which flourish many miles apart from one another. It is in recognizing this element of personality in the machine, and in learning to pick out the good points from a mass of conflicting details that the judgment of the experienced and successful bicyclist is gained.

It is the hardest matter in the world to convince some men of the extent and the importance of the dis-similarity between bicycles. That there is a difference, they know—and they do not know. Their knowledge of the distinction is largely abstract. Out on the road they are willing to explain just how and why one particular type is superior to another. In the salesroom, they are prone to succumb to the "just as good" argument.

There are exceptions, of course. Bicycle designers, the mechanics who put their labor into building them, the laymen who have ridden both kinds—first the good and then the poor—these know just exactly how much difference exists outside of paint and price. But those who have ridden only the poor machines do not know and never will.

"If all these unpleasant and expensive experiences have come to me with this machine," one of them may chance to remark, "how on earth is it going to help matters to begin by paying twice as much for a new bicycle as I did for this one? It would be better to pay less and save in the beginning since I cannot possibly save in cost of service."

Nothing can convince him now; nothing ever will convince him, it is to be feared, how much it would pay to choose a little more wisely, nor why. He is "in wrong."

Two wheels, two pedals, two handles and a seat are the elements of the bicycle. But how these four elements shall be combined properly; how first the materials shall be selected and afterward worked up into form and dimension; and how they shall be put together is more than any living man would be able to conceive without the aid of a vast deal of experience and special knowledge. In fact, bicycle building is work for expert brains to conceive and expert hands to achieve. The fact that it is an active event along lines already well pioneered and familiar to a large number of experts, does not rob it of its importance even to-day when it is in many respects an old story. The point is that bicycle building is work for and of experts, that the more expert the builders, the more successful the product, and that the specialist is always able to command a reasonable compensation for his labors which is higher than the compensation the world accords to charlatans. There is a lot of wisdom in the phrase, "paying for a name plate." Generally speaking, also, it pays to pay for the name plate.

"All bicycles are alike," asserts the "average man" with a sage wag of the head. Yes, and from the same distant point of view, so are all shoes and all watches, lawn mowers, safety razors, sewing machines, electric bells, meat choppers and fountain pens. Any mail order catalogue will furnish additions to the list. But that same average man will walk a long line of city blocks and pass maybe a dozen different shoe stores in order to get a pair of boots that deal gently with his one crooked toe. All boots may look alike, but from experience he has come to recognize in shoes an individuality which he is too crabbed or too thoughtless to credit to bicycles.

In choosing a bicycle as in buying a pair of shoes (which resemble all other shoes except in one of two points which are very vital to tender feet) a good degree of wisdom must be exercised. It is not simply a question of "fit." Such points as appearance, quality of material, workmanship, finish, pattern and weight as well as price, must be decided upon. In order to do this, it is necessary to descend from the lofty plane of this same average man and to get a near enough view of the different machines to distinguish their personality—to pick out their points. Many of these points, such as the quality of material used, the methods of performing the early operations of construction which leave no visible traces behind them, and the degree of care exercised in inspecting the parts during construction, must be taken on trust. The certificate of this very important factor of credit is secured to the head of every machine which is really worthy of it. It is that cordial recognition of the good faith existing between buyer and seller—the name plate.

Because a name plate bearing a worthy name proves more expensive than a name plate bearing a flower or a cryptic monogram, some would-be wiseacres are prone to scoff at its value. Its real worth, though not apparent on inspection, like the other "features" which are easy to discuss and easier to appreciate, comes out in the discount on the repair bill which it effects at the end of the first and second seasons, and all the other seasons to follow.

The spring of 1908 brings round as goodly an array of bicycles as ever any spring did since the apparent "sameness' of the different styles began to be noticed. It brings a better array from the standpoint of usefulness and money value, than any spring in the days when no two were anywhere near alike. Just what comprises the array, and what external features are prepared for the prospective owner who in buying a bicycle seeks to buy as many miles of enjoyment as is possible, is told briefly hereafter. "As like as two bicycles?" Well, maybe, but that implies poor sight and an obscure point of observation.



MEN'S COLUMBIA LIGHT ROADSTER

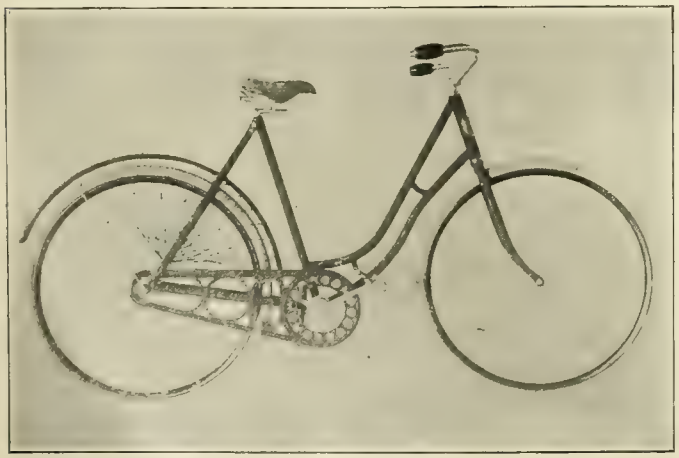
The Racycle, which ever will be remarkable as the American bicycle, which earned its proud reputation and wide sale long after the boom had petered out, is, of course, still characterized by those features which did so much to earn the reputation—the unusually large sprockets and the famous self-oiling and friction reducing crank hanger which permits the sprocket to be hung between the bearings and gives the bearings—contained in hubs or shoulders recessed in the cranks themselves—the wide spread which always is so desirable. But there never has been a year when the Miami Cycle & Mfg. Co., who manufacture the Racycle at Middletown, Ohio, have not contributed some development or refinement of more than passing note. Thus, for 1908 they are not only using imported English tubing, but are making their famous crank hanger of a special grade of vanadium steel, the new, tough, elastic metal which has caused the world to "sit up and take notice." In the new Racycle, the reinforcements are longer and the use of drop forgings has been carried into the seat post cluster. The equipment of the Racycle is of the same high quality as the construction of it. As an instance, there may be cited the Maximus saddle, made by the Persons Mfg. Co., and by far the most costly bicycle saddle on the American market, and which is controlled exclusively by the Miami company. The company also manufactures and controls the Musselman coaster brake, the "armless wonder" that has created something of a stir during recent months, but nevertheless offers options on the Corbin, Morrow and New Departure; similarly, it uses a Racycle tire made to its order, but nevertheless supplies the Kokomo Defender, G & J, Hartford or Palmer as desired by the purchaser. The choice of two different types of spring fork, Kelly or Hussey handlebars, Persons or Troxel saddles also is offered. The Racycle line appeals to the pocketbooks of all who seek real values; the price range is from $70 to $30.



RACYCLE PACEMAKER

Columbia design has been distinctive for thirty years. Originally applied only to the bicycle which bore that mark of freedom from precedent, it has come with a decade to be applied to a number of other machines making a range of production which is unbroken from top to bottom. The eight roadster and chain models at $50 and $40, respectively, stand in that position of the happy medium of high quality at moderate price. Super-excellence is, of course, embodied in the de luxe two-speed chainless models with their cushion frames, cushion forks, the price of which, $100, usually serves to stagger the man who fancies that nowadays all bicycles are to be had at dirt-cheap prices. The Hartford models, at more modest figures, have made a name all by themselves, and in smoothness of outline and thoroughness of detail are perfectly distinctive. Of the other machines grouped under the same aegis are the Clevelands and Tribunes—full lines of themselves—and the Monarch, Imperial and Crescent lines. The Rambler chain, chainless, and cushion frame models remain the most distinguishable member of the Pope family, the outside "spearhead" frame reinforcements, the hollow arch fork crown, and the sprocket and bearing group furnishing a ready means of identification. For 1908 a few minor alterations have been made in the Pope line, such as the strengthening of the sprocket, the use of larger balls in the head sets than heretofore, and the provision of a new dust cap for the hangers. No reference to the aggregation would be complete without specific mention of the Fay juveniles. Unlike many less perfect childrens' wheels, these are made entirely for the purpose; they are not cut down or adapted from larger models, and for this reason they give the right kind of service.

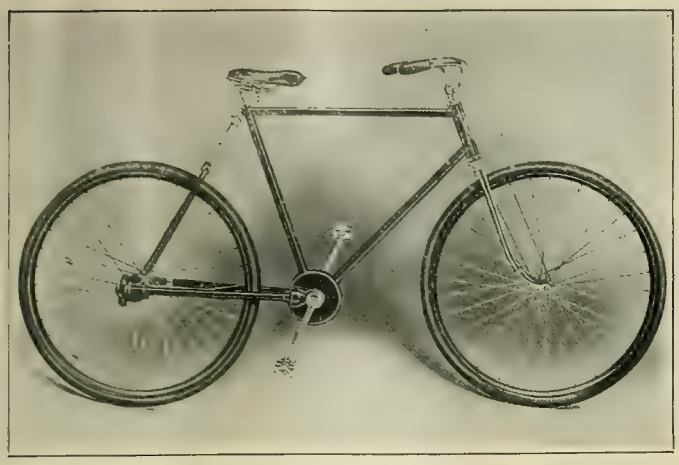
A new factory and a new company have in no wise altered the standing or the construction of the Pierce bicycles. In fact the change of status is practically one of name only. Growth in



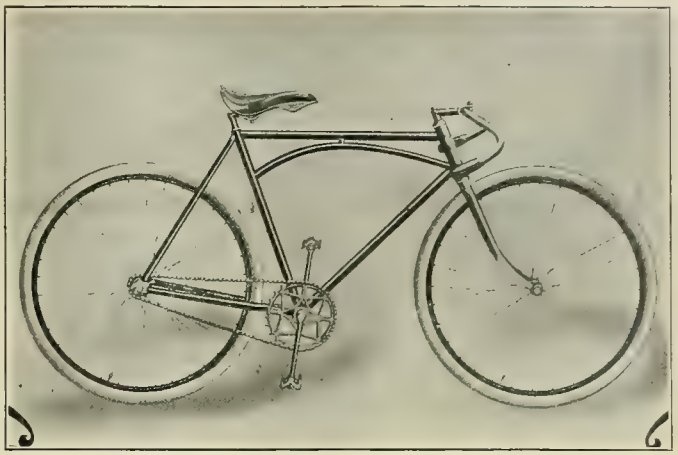
LADIES' COLUMBIA LIGHT ROADSTER



RACYCLE ROADSTER



PIERCE CHAINLESS

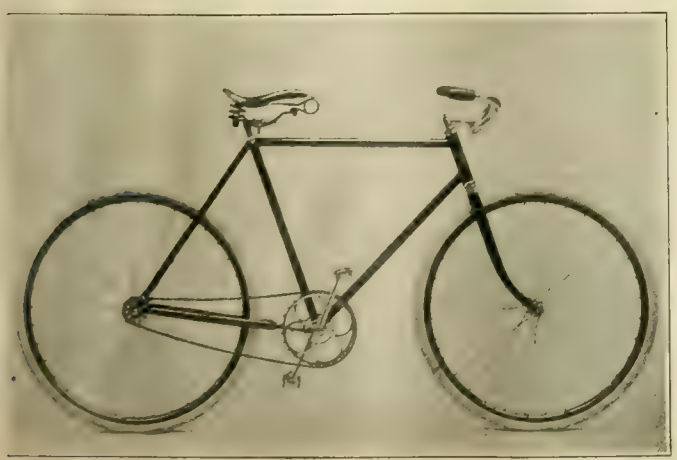


IVER JOHNSON TRUSS FRAME RACER

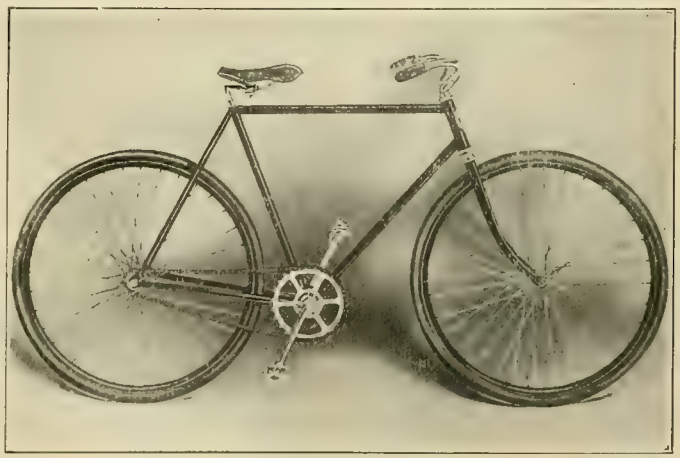
other lines of its business compelled the George N. Pierce Co. to segregate its efforts with the result that the Pierce Cycle Co. was formed and took up the work under new and improved conditions, and with better facilities than ever before for getting out a high grade product. The features which are distinctively Pierce are, of course, retained. The cushion frame design is one of them. The rear stays and crank hanger are entirely independent of the remainder of the frame, and are supported by means of a large ball rocker bearing running entirely around the hanger. The rear fork ends are hinged, and the cushion is hinged to the seat post bracket, thus insuring absolute flexibility of movement, subject to the resistance of the cushion. The spring fork, with its main and supporting springs, composed of flat leaves solidly brazed into the crown, also is retained. A noteworthy point is that the long supporting springs are clamped to the main springs by means of a roller bearing connection which entirely does away with frictional resistance. Other details which are original are the crank hangers, flangeless hubs, and the seat post and handle bar binders. It is worthy of remark that all parts entering into the construction are made in the Pierce factory. This extends even to the Pierce-New Departure coaster brake, which is an option on nearly all models. Of various types, there are the chainless, with its unique center drive, unlike any other, the chain models in two grades, and the famous racer and special track racer types, and, of course, the ladies' models in regular and cushion frame construction.

Two ideas are suggested by the name Iver Johnson. First, that it represents the second oldest line of bicycles existing in this country, and second that its makers were responsible for the present popularity of the trussed frame. They led the way. There are a number of trussed frame constructions to be found at the present time, but none just like the Johnson. It is the bridge arch reproduced and it serves to stiffen the frame and protect the top tube from crumpling up under sudden and undue stress applied at the front forks. Another original detail of construction is the method of building the fork crown, which is made particularly solid by the use of a solid, drop forged piece to which the seamless tubing of the sides and stem are pinned and brazed. The hubs, too, are of spindle pattern, turned down from bar stock, mounted on two-point bearings of dust-proof type and fitted with retainers. As to types, there are the Semi-Racer and Racer models, the Spring Frame Roadster—with an original provision for affording resilient support to the rider—not to mention the Diamond Frame Special Roadster, which is a $30 model, and the two ladies' wheels. By way of options on the various models, a spring fork is offered—also of original design—which is comprised of four blades of highly tempered manganese steel, pinned and brazed into a solid drop forging which forms the crown. There are no moving parts, yet the resiliency which is so desirable is obtained to a satisfactory degree.

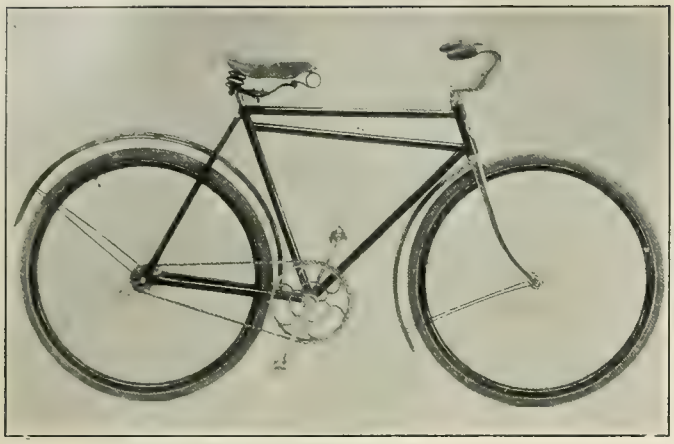
The distinguishments of the Reading Standard line have this year been increased in several ways. For one thing, the use of a truss tube for the frame has been adopted, but it is not to be confused with the "double head" construction which was employed for the first time last year on the racer and road racer models, and which is still employed on those types. That consists merely of the smoothly curved tube leading from the top to the diagonal tubes directly back of the head and serving to reinforce that vital portion of the machine. The new system, which is applied to all other models, embodies the use of a nearly horizontal tube running between the head and the seat post mast with the very evident purpose of giving added strength to the frame in the direction of its length. There is included in the line also, a new model with large driving and driven sprockets, which should be particularly easy running as well as durable. Reading Standard special features in-



YALE CUSHION FRAME



PIERCE ROADSTER



GENDRON ROADSTER



YALE LIGHT ROADSTER

clude the ladies' model in which the seat mast and top tube are made in one piece, giving an unusually staunch frame, and, in lesser details, the one-piece hanger, which may be removed without disturbing the ball cups and furthermore is not of abnormal size, as might be expected; and the seat-post pinch binder, which is a small enough thing in itself, but a detail which cannot be "slurred over" by the maker without danger of compromising himself. In addition to the regular models there is also the Reading Special at $25, made in men's model only, which is a particularly attractive proposition at that figure.

In the latest additions to the old reliable Gendron line are exhibited a special effort to secure that desirable feature, a strong, stiff frame. To this end, the truss tibe has been employed. Running from the lower end of the head to the seat post mast at a slightly upward incline, it serves as an ample protector for the upper part of the frame and gives absolute stability to the head even under enormous strains. This feature is visible on three patterns of men's roadster. Another feature, peculiar to the model known as No. 77, and one which is somewhat out of the ordinary is the use of metal guards. They are enameled to match the frame and add a pleasing touch to the appearance of the machine. The characteristics which have been standardized in Gendron construction include among others, the hanger—exclusive in pattern—and the sprockets. The hanger is of the two-piece type with the axle made integral with the right crank and ingeniously joined to the left crank by means of a hexagonal end, and a cap screw to bind the parts in place. As typical of the care exercised by its maker not only in building "right," but in bringing the equipment up to the mark of the product in all other respects, it is to be observed that G & J tires are supplied on the roadster models, not even the juveniles, of which there are two styles, being let off with unknown or "nameless" brands. The latter are equipped with Kokomo New Oxfords. In building for the buyer, a special effort has been made to develop good value at low cost, and in this connection the Gendron Wheel Co., lay stress on their new $25 and $30 models, to which they point with pride as being unusual achievements at such popular prices. The juvenile line is extended down toward the cradle by the manufacture of Gendron velocipedes and tricycles, rubber-tired and otherwise brought up into the up-to-date class, and very thoroughly made.

In the new Consolidated hanger, the makers of the Yale bicycle have brought out a feature of merit which is also a new point in the construction of their machines. Its particular virtue lies in the fact that the bearing cups, instead of being made independent of one another and clamped or otherwise secured to the bracket, are turned in the opposite ends of a bearing spool which runs the full length of the bearing. As a result of this, there is absolutely no chance of their becoming dis-alligned, while it is further evident that the matter of repairs is greatly facilitated. Another commendable feature of the device is that the yoke of the hanger is made perfectly plain, the spool being retained by means of a couple of bolts passing through lugs on the lower side. The crank is of the two-piece type, joined at the right crank, and exhibiting a neat and secure method of fastening. The bicycles themselves retain those features which have been peculiar to them heretofore and for the most part, without change. They range from the $50 cushion frame pattern, the Racer and Pace Follower types, to the ladies' Roadster and men's "Yale" light Roadster, at $40 and $30, respectively, and the juveniles at figures proportional to their size.

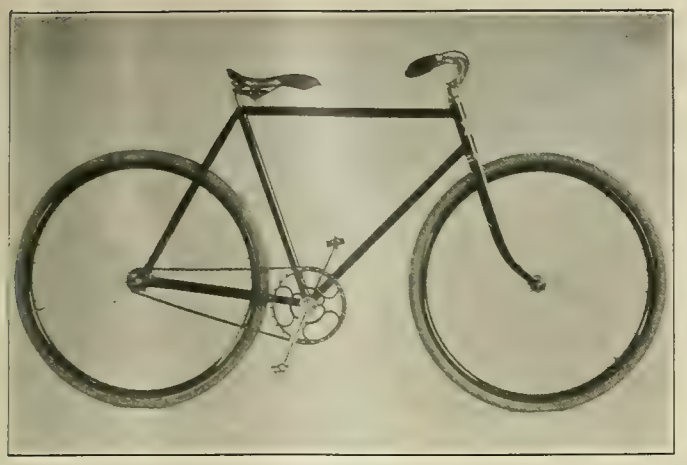
That product of co-operative labor, the Emblem bicycle, although worth riding for a number of reasons, is particularly worthy of distinction because of the degree of attention which has been paid



EMBLEM TRUSS FRAME



EMBLEM ROADSTER



BOYS' GENDRON



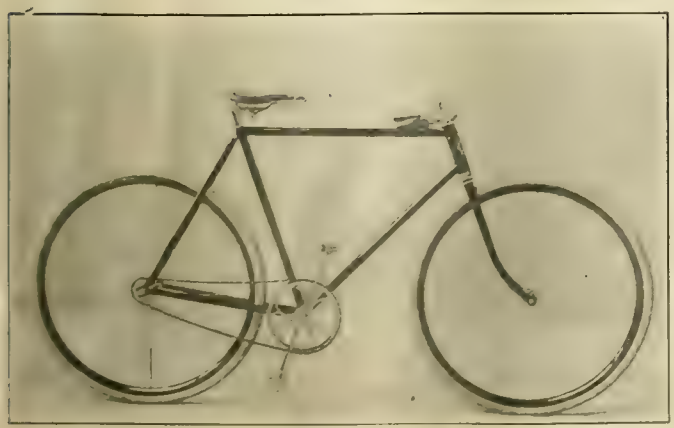
HUDSON WASHINGTON SPECIAL

to the construction of the bearings—hub and hanger. In the construction of the hub bearings, a device is employed whereby the wheels may be removed from the frame without disturbing the adjustment of the cones. Incidentally, this simple provision tends to prevent dirt from finding its way into the recesses of the hub while the machine is undergoing repairs. Another point about these same bearings is that the cones are made reversible. That is to say, when worn to an excessive degree, they may be turned around and perfectly new surfaces put into service. In addition to this scheme of furnishing the purchaser with practically two sets of bearings in place of one, the feelings of the owner are further regarded in the construction of the one-piece hanger, which is not simply removable without disturbing the cups, but is so neatly contrived that neither binding bolts, nuts, washers, lugs on the bracket nor threads on the outside of the hanger or the inside of the cups are required. The same idea is also exemplified in the design of the sprockets which are readily detachable. Emblems are produced in racing models, one with 26 and one with 28-inch front wheels, a light roadster with short head and longitudinal truss bar, a light roadster without the truss, like it, selling at $40; a $40 roadster, ladies', and juvenile machines, the latter being built on good lines for both boys and girls. The truss frame model is not new; it was brought out a couple of years ago.

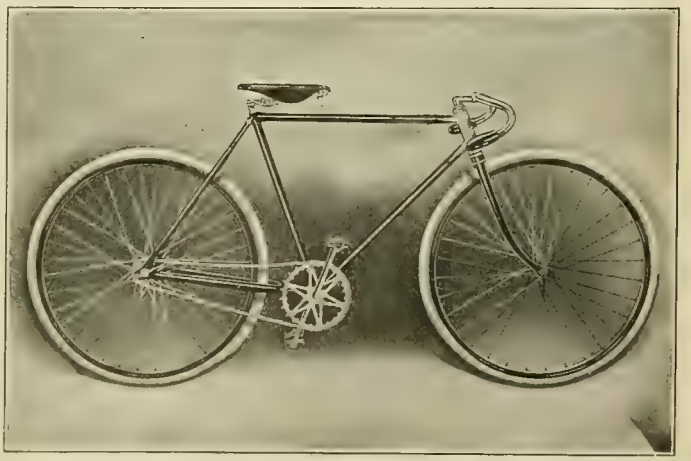
An unusual form of truss bar singles out the Washington Specitl, the latest product of the Hudson Mfg. Co., from among any group of bicycles, regardless of make or type, simply because it is absolutely distinctive. The bar runs from a point in the bottom tube just back of the head, diagonally up and backward to the center of the top tube. Its application is thus perfectly apparent. There are a number of other noteworthy features aside from this method of bracing the frame, among which are the famous D & J hanger, and the Hudson drop forged crown. The Washington Special is listed at 20 pounds weight, and sells for $60. There are besides, the Model A, Model B, and Model C types, each with characteristics all their own, selling at $50, $40, and $30, respectively, and drop frame models to match, which fill out the line.

Crown bicycles and Fauber hangers have a common origin in the works of the Great Western Mfg. Co.—a point which it is well to bear in mind. The Crown Model 70, which is a specially modern offering, besides incorporating the one-piece hanger of tried and true pattern, has a number of other worthy points, such as flush head and crown fittings, three piece bridge crown of "Orient" pattern, and an equipment which is right up to the minute. Besides this model, which comes at $30, there are also the Adlake, and Cyrus bicycles, each perfectly distinctive from the others, and ladies' and juvenile models in attractive form and selling at prices which are an attraction all by themselves. A feature of the equipment is the fact that standard sizes have been adopted for the front sprocket, all changes of gear being made from the rear. This ensures the retention of proper length rear forks and wheel base, independent of the gear. In addition to this, the Crown model may be fitted with either 26 or 24 tooth front sprockets, which, with the listed range of 7 to 10 teeth for the rear equipment, makes a wide range of gear change possible. A wide variety of sprocket patterns also adds to the electives open to the purchaser.

Notwithstanding the considerable number of trussed frame models which are now on the market, it is observable that there is a wide variety of method by which the principle is applied. In the case of the Excelsior machines, the added frame member lies absolutely parallel to the top tube. The truss bar running from the lower end of the head tube directly back to the seat post mast



CROWN SPECIAL



WORLD ROADSTER

gives a strengthening effect which is picturesqely emphasized by the designation given to it by its makers, who call it the "Cantilever Truss Pattern." The Excelsior Supply Co., of Chicago, with its big volume of business in other respects, is in a position to know what sort of bicycles will be most acceptable to the modern rider. In company with a complete line of bicycles ranging from the juveniles, which are more or less a specialized product, the latest Cantilever patterns have been designed with especial regard to a wise interpretation of the present demand, which has been formed from wide and intimate experience with the trade. The result is a self-evident justification of the judgment upon which it was based.

The World bicycle, that product of Chicago's big bicycle builders, Arnold, Schwinn & Co., is remarkable among other things in that of all the many types its makers build for special brand consumption, it is singled out to bear the firm's own name and stand sponsor for an output which annually reaches away up into the tens of thousands. Big production means big facilities for doing work, not simply on a basis which is economical to the producer himself, but also economical to the consumer. As if this were not sufficiently self-evident, the continued manufacture of the World brand year after year speaks for itself. It has been on the market now for many years. It is the same old World, in name and in fact, as when the racing team which bore its name held sway a decade and a half ago, and its claim upon the user is still the same. Its style is pleasing to the rider, too, while where looks fail to count, such points as neat design, simple form and the strong, short head, making for great rigidity in service, carry its advantages a point further.

Concerning the Coaster Brakes

While the bob sled and shoot-the-chutes supply in part the desires of man for that always delightful form of amusement termed coasting, the arrangement is more or less crude, entailing, as it does, an unnatural descent at abnormal speed in which the participant experiences a sense of utter helplessness and a lack of control of existing conditions that too often robs the sensation of much of its charm.

But the disposition to coast is a part of the mental makeup of almost everybody. And this being true one cannot but wonder that there remains a man, woman or child content to ride a bicycle devoid of the device—the coaster brake—that permits of the exhilerating glide down hill in complete safety and by the same token affords a brake that always is at instant command in the most instinctive way—by backpedaling.

The coaster brake had a long fight to obtain recognition, and the fact that it now is such a large factor in cycling and in the cycle industry is due to the faith and perseverance of the Eclipse Machine Co., of Elmira, N. Y., for it was their product, the Morrow, that "blazed the way." It required brains, courage and money, in about equal proportions, to overcome the popular prejudice against the first coaster brake, but these qualities they possessed, and because of the possession of them, the Morrow triumphed and opened the door to a new delight.

The Morrow coaster brake itself is surprisingly simple. It consists substantially of a slotted sleeve which is expanded by means of a pair of wedging expanders, these wedges being brought into place in the slotted sleeve by means of the worm on which the sprocket is mounted. When the sleeve is thus expanded by the action of back pedaling, it is, of course, forced against the interior wall of the hub and the consequent friction forms a powerful brake, the force being exerted in a backward direction. A toothed expander which engages with a toothed cone serves to hold the sleeve from rotating. When it is desired to resume pedaling, the forward action of the cranks cause the worm to draw the expander away from the sleeve, thus releasing the hub, the expander engages a clutch or driving ring which is spread and thus forced into engagement with the hub. When it is desired to coast, cessation of pedaling causes the worm to withdraw the expander from the clutch ring.

While the coaster brake was designed and came into use long before the advent of motorcycles, the development of the latter machine created a demand for the appliance which the manufacturers hastened to supply. It is a striking commentary on the efficiency of the earlier models of the coaster that, generally speaking, the models designed for use on motorcycles are but enlargements of the bicycle types, with principles unchanged. What difference there is consisting mainly of increased strength in the working members. It was natural that a Morrow for motorcycles should make its appearance and its large braking surface is one of the features that has served to win favor for it.

In the Corbin coaster brake, made by the great big Corbin Corporation, of New Britain, Conn., a form of driving mechanism different from the Morrow is employed. While the control of the hub mechanism is effected by the action of a worm, the transmission of the power is through the agency of a simple cone clutch. When the pedals are revolved with a forward movement the worm draws the driving clutch, which is toothed on one end and knurled on its clutching surface, into position where this conical surface slides into clutching contact with a similar and corresponding surface on the wall of the hub; this contact remains positive so long as the movement of the pedals is unchanged. When the movement is discontinued and the pedals remain at rest, a spiral spring serves to disengage the clutch which moves back until the toothed end meshes in the corresponding teeth of the brake clutch, and establishes instant connection with the braking members; in this position the wheel is entirely free, but the least back pressure on the pedals will cause the braking clutch to act on the brake shoe levers causing these to force the brake shoes into frictional contact with the wall of the hub retarding the movement of the wheel, and if sufficient force is applied to the pedals, stopping it.

There's a Corbin two-speed coaster brake, too, and it's worth the notice of every man or woman who finds hill climbing difficult, or who like to have two gears always at command. How is it possible to stop pedaling and then recommence with a low gear, and again cease and resume once more with a high gear, is extremely puzzling unless the action of the single speed brake is perfectly well understood. In that event it is easy enough to follow.

In the first place, there are two driving members connected with the sprocket instead of one. One of them is directly connected, as in the ordinary type of brake. The other is driven through what is termed a "sun and planet" system, which causes it to rotate at a slower rate of speed than the sprocket. In consequence, when the second clutch is brought into contact with the shell of the hub, the latter turns at reduced speed and by the same token through a longer leverage giving the same advantage that is obtained when a change of sprockets is made to reduce the gear of the ordinary chain drive.

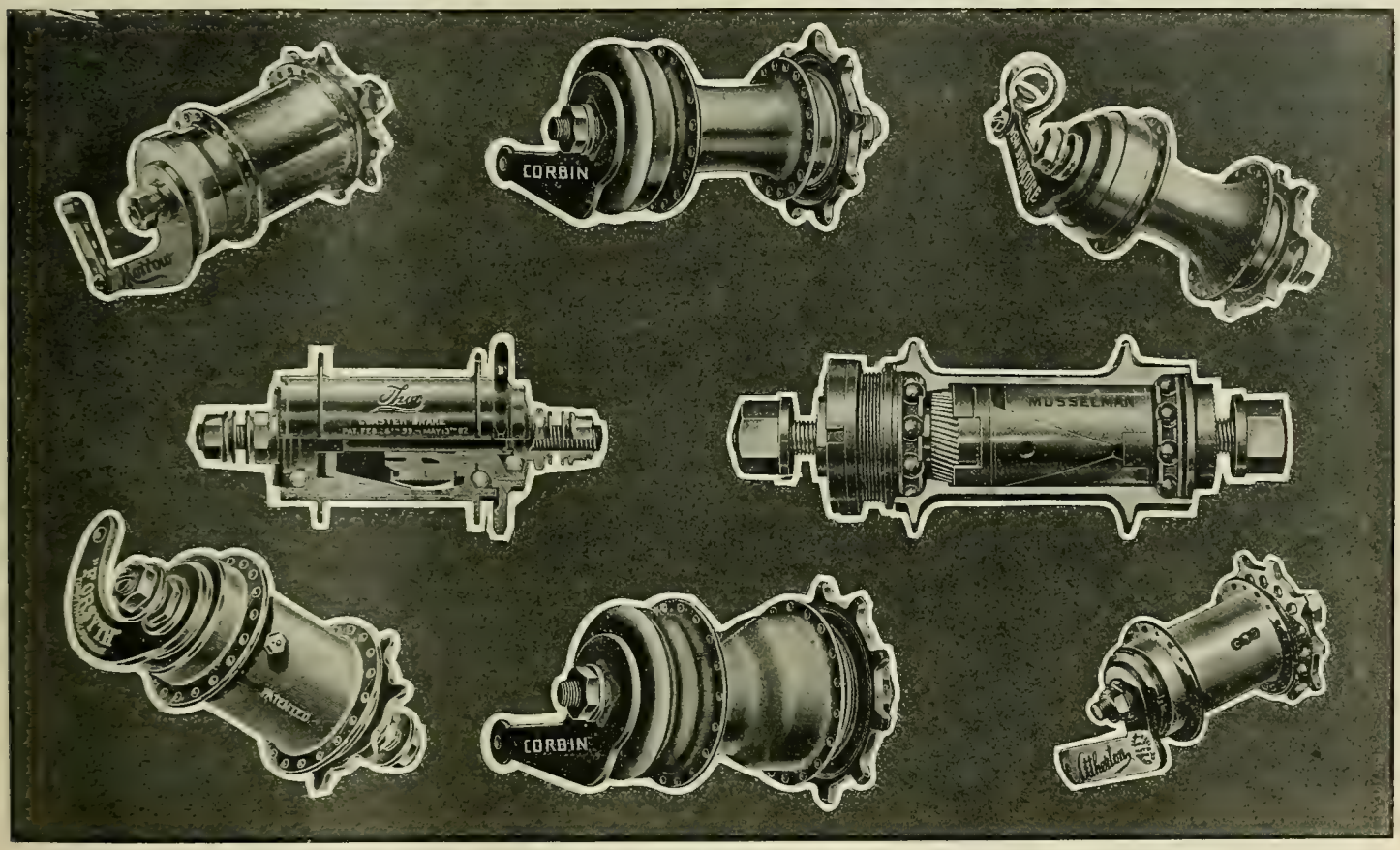
The sun and planet system comprises merely a set of three tiny spur gears which are mounted on as many little studs carried by a plate enclosed in a drum at the right end of the hub. These gears are meshed with an extention of the stationary cone upon which the hub revolves, and also with a set of teeth cut on the inside of the drum containing them. When the drum is caused to turn by the motion of the sprocket to which it is directly connected, the

teeth on its interior face cause the pinions to revolve. But as they are also in mesh with the teeth on the end of the fixed cone, they are compelled not simply to turn, but to travel around the cone, exactly as the rear wheel of the bicycle travels along the ground as well as rotating, because the friction of the tire against the road surface prevents it from merely turning idly. The effect of this rather complicated planetary action is that the plate on which the three little gears are mounted is compelled to turn whenever the sprocket turns, but at a slower rate of speed.

in question is also accompanied by the motion of a second ring mounted to the left of it, but on a second spindle, inside the first, which is turned by the little planet pinions or gears, as already explained. This second threaded ring, as it moves to the left engages a set of teeth on the brake clutch, as it is called, which acts in exactly the same way as in the plain coaster hub, to apply the brakes when the pedals are moved backward very slightly.

When pedaling is resumed, a little device known as a "controller" comes into play to prevent the high speed clutch, which

So long as pedaling is continued, this relation holds, and the wheel is driven at a slower rate than the sprocket. When pedaling stops again for an instant—not sufficiently to throw the two clutches over to the left of the hub, but only long enough to cause the low speed clutch to be drawn back out of action—a very slight movement takes place between the high speed clutch and the controller, which is just sufficient to permit the ends of the teeth on their ends to slip by, and for the thread on the spindle under the clutch to draw it over into contact with the hub. Meanwhile, the



THE COASTER BRAKES FROM WHICH TO CHOOSE

There are thus two spindles, each carrying a driving clutch, and each traveling at a different rate of speed from the other. Now either may be clutched to the hub shell at will, is understood by following out the [illegible] action the hub when the pedals are turned by the feet of the rider.

Supposing the machine to be driven forward at "high speed," that is to say on the upper of the two driving speeds, the relation of the parts is exactly the same as with the ordinary coaster brake. A cone-shaped ring which is threaded on the spindle turned by the sprocket, is held in contact with a corresponding conical surface in the interior of the shell. As soon as the pedals cease to revolve, the forward motion of the hub serves to turn the ring back along the threads on its spindle far enough to release the hub and give the "free wheel" which is used for coasting. At the same time the movement of the ring

was in use before, from meeting the hub shell and forming driving contact. This controller is nothing more nor less than a small ring having a series of toothed notches on its left face, which correspond with similar teeth on the right face of the high speed clutch. The controller is turning at the same speed as the hub, since it is fixed to it. But the high speed clutch is turning more slowly at the instant the pedaling is resumed. Thus as the latter is drawn over toward its driving position, the ends of the teeth on the controller and clutch are brought into contact. This prevents the clutch from "seating" in the hub. At the same time, the second clutch, driven at slower speed than the sprocket, and also mounted on a thread on its spindle, is traveling to the right, and so comes into contact with the hub, thus establishing connection, and at low speed.

low speed clutch, which has been drawn back out of engagement with the hub, remains perfectly idle. It continues to rotate at slower speed than the sprocket, but as it is not in contact with the hub, it has no effect on the driving action.

The method of controlling the action of the Thor coaster brake, made by the Aurora Automatic Machinery Co., Aurora, Ill. is similar to the method employed in other makes insofar as the movement of the driving clutch, or worm sleeve as it may be called, is dependent on, and controlled by, the worm driver attached to the sprocket. In pedaling forward the clutch is drawn to the right into a taper recess of the ball cup, where it establishes a non-slipping contact for the transmission of the driving power. When the pedals are at rest this driving connection is automatically released and the worm sleeve backs out of contact,



IN THE SPRING, THE YOUNG MAN'S FANCY—

and moves to the left into a neutral position. In applying the brake, by back pedaling, the worm sleeve is moved further to the left and against the brake clutch. This latter travels on the flattened sides of the left cone, which is in rigid contact with the bicycle frame, the two flat surfaces on the shank of the cone serving to restrain the brake clutch from following the motion of the hub, while permitting the clutch to freely move to the right or left.

As the pressure on the pedals is increased a frictional contact is established between a series of ten washes, half of which are secured to the hub shell, the other five alternating with them being secured to the left cone. In this manner a tremendous amount of bearing surface is secured for the brake and the full power developed at the master screw thread is deployed in a line through the hub from end to end.

For the first time in many years a new coaster brake made its appearance this year, the Musselman, produced by the Miami Cycle & Manufacturing Co., Middletown, Ohio. Perhaps the reputation of that company assisted in giving the new device standing, but whether or no, the construction of the device is such as must command general notice. It is radical, almost sensational, in that it obviates wholly the necessity of the side arm which hitherto has been considered an indispensable adjunct of all coaster brakes.

Considering the service that it renders, the Musselman is an exceedingly simple device. As in other coasters, the sprocket is mounted on a driving worm. Through the action of this worm the movement of a conical clutch is controlled. When pedaling forward the worm draws the clutch to the right; the face of the clutch is ridged and is drawn into positive contact with a similarly designed clutch seat, which is an integral part of the wall of the hub, in which manner the driving connection is established. When the pedals cease to rotate, the release of the pull on the worm permits the clutch to move to the left, which leaves the wheel free for coasting. The left end of the clutch is toothed, and when the driving connection is broken and the clutch retracted these teeth mesh with corresponding teeth on the right end of the brake spool, on the inner surface of which is a V wedge plate.

When back pressure is applied to the pedals the driving worm causes a further movement of the driving clutch to the left, which forces the V wedge into the aperture of the expanding sleeve, compelling the latter to expand against the wall of the hub.

The construction of the Musselman hub is such that the sleeve occupies a large portion of it and supplies a relatively great amount of contact surface. The sleeve, or, as it may be called, the brake shoe, is restrained from following the movement of the hub through being locked to the stationery cone. The outside surface of this cone is roughed where it comes in contact with the rear fork, and when the axle nut is tightened, with the hub in position in the frame, the roughed surface is drawn tightly against the metal of the bicycle frame and the contact thus secured makes the operation of this coaster brake possible without dependence on the external arm commonly used in other makes.

In the Atherton is found the method of obtaining the driving connection through the agency of a knurled driving nut, which serves as a driving clutch. Again is employed the worm drive, to which the sprocket is attached. The forward rotation of the pedals causes the worm to draw the driving nut to the right. The knurled outer surface of the nut engages with a corresponding surface, that forms a part of the hub wall, thus securing the forward action of the wheel. When the pedals are at rest the cessation of the pull on the sprocket permits of the driving nut being released from contact with the hub, the latter continuing its revolutions unhampered by frictional contact with any part of its internal mechanism. The application of the brake is accomplished through the commonly used medium of frictional contact. In the hub under discussion, a conical wedge serves to offer a large amount of contact surface. The action of back pedaling transmits the motion through the sprocket and driving worm and compels the movement to the left of the driving nut; this nut, coming in contact with the base of the conical wedge, forces the latter further to the left, where it enters the tapering wall of the hub designed to receive it. Obviously the metal-to-metal contact which is secured by this means results in an amount of friction proportionate to the strain on the pedal, the effect of which is to cause interference with the free movement of the wheel, or, if sufficient pedal pressure is applied, to stop its action entirely.

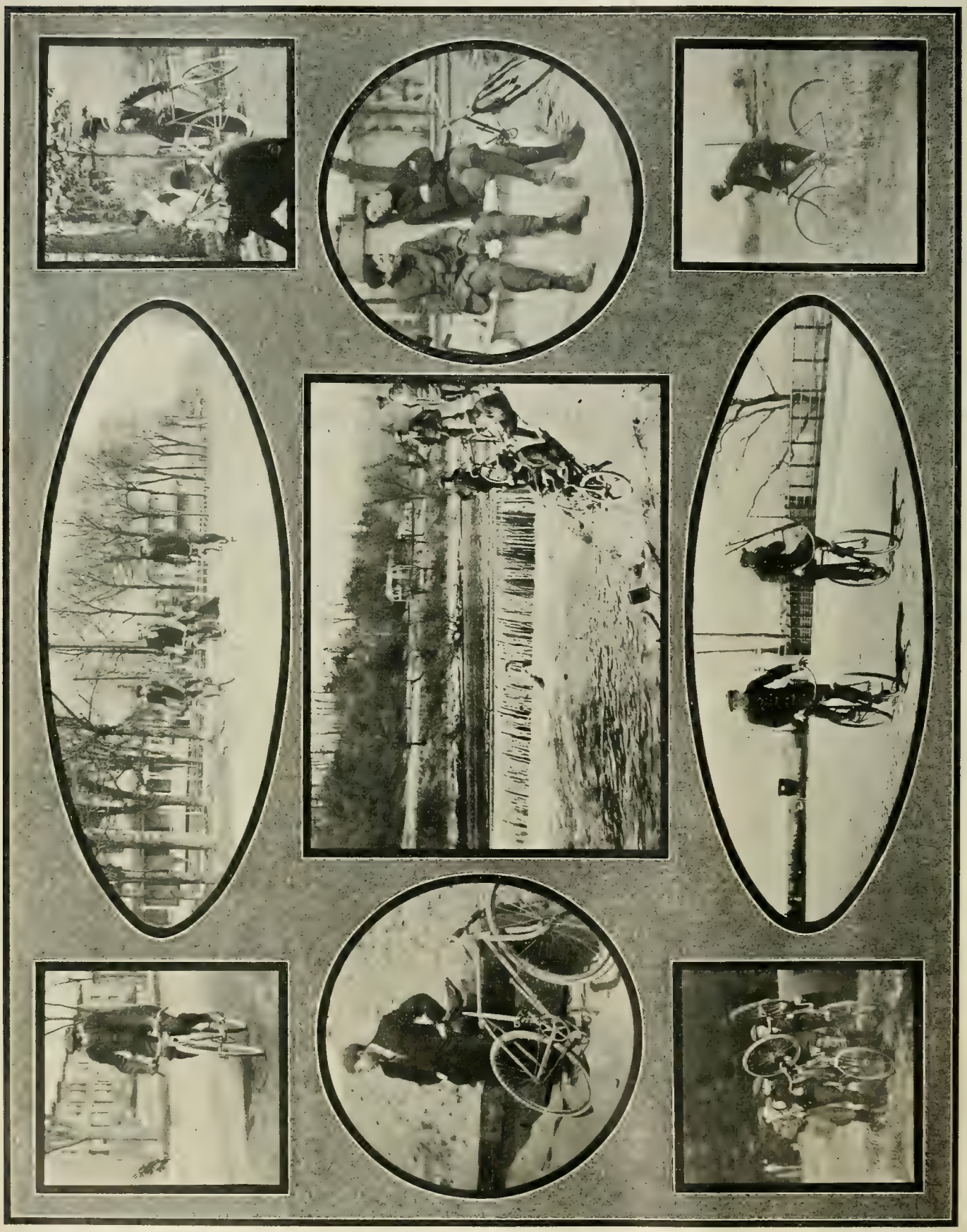
Practically wherever bicycles are known the name New Departure also is known. On bells, cyclometers and coaster brakes, the name of this concern, whose factories are in Bristol, Conn., has found its way into all parts of the world. In the New Departure coaster brake the action is obtained through the application of simple principles. The mechanism contained within the hub consists of few and strong parts—the worm driver, to which is attached the sprocket; the shifting sleeve and the expanding brake rings. These latter are housed within a thoroughly hardened brake chamber at one end of the hub.

In pedaling forward, the worm driver compels the sleeve to slide into clutching contact with the corrugated wall of the hub, where it holds its position positively so long as the movement of the pedals is continued. While this driving connection remains established the results obtained are identical with those derived from a hub of the solid or plain type. If the rider desires to coast, he permits the pedals to remain in a stationary position, which releases the sleeve from its clutching action and allows it to slide back into a neutral position, where it serves neither as a drag on the hub or a means of propulsion. When it is desired to retard the wheel, a slight backward pressure on the pedals forces the sleeve further to the left and into engagement with the brake clutch, the engagement being accomplished through the medium of the toothed end of the driving sleeve meshing with a corresponding set of teeth in the braking clutch, which tends to turn the latter slightly and by this turning force three lugs on the end of the clutch opposite to the toothed end, into contact with a set of dogs, which expand, simultaneously, the three brake rings into a steel-to-steel contact with the inner wall of the brake chamber. Coming into frictional contact with the hub shell at every point of it, the action of the brake rings is evenly distributed over the entire contact surface of the brake chamber, which serves to evenly distribute the strain, which is an important feature of the New Departure hub.

It is desirable, for the purposes of adjustment or replacement, that the mechanism of a device should be so designed and constructed that the substitution of a part or the taking up of the play in a member that has been worn by use, should be possible without necessitating the dismantling of the entire structure and this is a strong feature of the Forsyth coaster brake. It readily can be adjusted without removing the wheel from the frame.

While the action and results of the Forsyth are not unlike those of the other makes, the methods of acquiring the results are somewhat different. Though the familiar sprocket controlled worm is employed to effect the action of the driving nut, the face of the driving nut is tapered and when pedalling ahead the tapered surface becomes wedged in a conically formed wall of the hub case, thus effecting the driving connection. To coast, the pedals are held against rotating, and the momentum of the hub shell causes the driving nut to move to the left, where it enters into a locking engagement with a corresponding taper on the brake clutch or plug. This connection maintains the nut in a position of rest and permits the hub shell to rotate with entire freedom and with no friction other than the infinitisimal amount generated in the ball bearings, the same as is found in either plain or coaster hubs.

In the braking action, the worm further carries the driving nut to the left and with it is carried the conical braking plug until it enters into frictional engagement with the braking shoe. The back or left cone of the hub is stationary in the bicycle frame and a slot on the inner side of this cone serves to receive the flattened end of the braking plug, which by this means is restrained from following the motion of the hub and as the stationary plug comes in contact with the moving shoe the friction necessary to control the wheel is established. Releasing the pressure on the pedals permits a spiral spring to throw the brake plug out of contact with the shoe, and the wheel thus released from all drag is free to move either forward or backward.



VIEWS THAT GIVE VARIETY TO CYCLING DAYS.

The Tale of the Tires

Familiar as every rider and dealer feels himself to be with pneumatic tires, yet in many respects there are few things he can know less about, particularly as concerns their manufacture.

Apparently frank as the makers themselves may at times appear to be in telling just how their respective tires are made, the most important and vital secrets in connection with their processes are very rarely disclosed. So far as the design of a tire is involved, there can be but little secret in it, and therefore the manufacturer who gets up a new construction possessing any obvious advantages very properly heralds it to the world in such a way as to make those advantages clear to the prospective buyer. Similarly the maker who spends large sums in installing the most advanced machinery or who goes to great pains to get what are commonly recognized as the best raw materials, is not averse to telling about it, since it has a favorable impression on those who purchase tires, as showing that the manufacturer is aiming to have his products as good as possible. But the secrets of making the rubber compounds are not given the same publicity, not because of any desire to fool or deceive the public or the trade, but to prevent rivals from obtaining information that has been developed at great effort and cost.

According to an expert who has been associated with the bicycle industry almost from the start, the pneumatic tire has only been made possible by the manufacturers overcoming obstacles that were seemingly insurmountable and which were calculated to discourage even the bravest and the most daring. By constant experiment and the expenditure of fortunes in money, the reputable makers who are now in the field have found ways of meeting the objections of earlier critics and the faults and weaknesses that were at one time thought irremediable features of pneumatic construction, so that the modern products afford marvelous examples of a strength and durability that in the past seemed impossible.

Unlike cloth or wheat, tires cannot be judged by mere appearance and feel, although occasionally there are offers made of "joblot" tires that are so hard and discolored that they may unhesitatingly be condemned on examination alone. But in the main tires are more like the metaphorical pudding which has to be eaten to be passed upon satisfactorily. In other words they have to be ridden for a full test of their quality. But inasmuch as a rider cannot use a set of tires for a season or so before buying them, he is necessarily dependent upon some advance index of their quality and this is to be found solely in the reputation of the concern backing them.

By reason of the fact that new brands of tires by old makers are from time to time introduced into the market it is evident that the requirements of riders are receiving the most careful and watchful attention from the manufacturers. In addition to an established line of nine brands, the Diamond Rubber Co., of Akron, O., as an example, has recently brought out two new tires. One of them is significant of the increased interest in bicycle racing, being especially designed for this service and for those who plan fast work. It is called the Thread brand, and the fabric is of a special new weave of Sea Island cotton, to give the desired resiliency and lightness. The other new tire is the Diamond Oriental, having a cover of red rubber, such as is preferred by some riders to the more usual gray. These two brands, taken with the Kim, an extra heavy all-around tire, the Ixion, a high grade general tire, the Puncture Proof, a reinforced tire with a raised and extra thick thread, the Cushion Pneumatic, four-ply with an extra heavy wall, the Unicorn, low priced and having puncture proof construction, the Diamond 400 Tandem, with heavy gauge tube and cover, the XX., a general purpose unguaranteed tire, the Diamond 1920, a double tube tire, and the Niagara, also a double tube but lower in price, give an assortment of eleven different tires provided by the one manufacturer, and the bicyclist is given the further choice of smooth treads or any one of three styles of corrugated treads on many of the brands. Similarly with inner tubes, the same company has this spring increased its line, the Diamond Special being the newcomer to make with the Highland and the Oriole a trio to cover all average requirements. The Special is a butt-end tube, while the other two are made in both the endless and the butt-end styles, the Highland being the leader.

The name "Hartford" as applied to tires long has been a name to conjure with; for the Hartford Rubber Works Co., of Hartford, Conn., was one of the first companies to take up the manufacture of pneumatic tires. Its name always has been associated with real quality and its great growth is due solely to that fact. There is not a doubtful tire in the entire Hartford line of which ten are single tube types and the other the famous Dunlop clincher. The leader is the No. 80-H Hartford smooth tread tire, with an extra thickness of rubber on the tread, but there are speed tires, corrugated tread tires, thorn resisting types, the medium price goods and juveniles—a tire to meet every need. All of them are evolved from the company's long experience both in the problems of manufacturing and in the demands and needs of the riders. Supplementing the Hartford tires themselves are inner tubes and accessories calculated completely to take care of all conditions of service and repair.

Not only do the many brands offered by each of the older companies present almost bewildering possibilities of selection, but further width is given the intending purchaser in his choice by newer entrants in the bicycle tire manufacturing arena. Of these the Ajax-Greib Rubber Co., of New York, is the most prominent, having already won a conspicuous success in the manufacture of automobile tires. It presents four styles of Ajax tires in a variety of sizes for the bicyclist. The leader is the Ajax Tough Tread, a fully guaranteed tire with a four-ply tread and using the best Para rubber and Sea Island cotton, together with the very best Para friction. It has a fancy tread and the sides are finely corrugated clear down to the rim, giving a particularly pleasing appearance. The Ajax Special is especially resilient and fast for road use, being light but exceedingly strong and durable. Like the Tough Tread it employs the best grades of Para rubber and Sea Island cotton. For a tire for rough usage the Ajax Thorn Proof is presented. This tire has a four-ply tread and is built of Egyptian fabric and high grade rubber. While selling at a popular price, the Ajax Roadster is a fully guaranteed tire designed for general use. It is supplied with either smooth or corrugated tread, as are the Special and the Thorn Proof. All of the Ajax types are supplied in juvenile sizes as well, with either smooth or corrugated treads. The company emphasizes the fact that it is staking its whole success in the manufacture of bicycle tires on the products bearing its own name, and is not making any bicycle tires to be sold at cut prices or without the company guarantee.

Several new tires have this spring been added to the line of the Continental Rubber Works, of Erie, Pa., so that the various Continental models cover a wide range from the highest grade to the so-called competition type. Further, a great many additional combinations are offered in lighter or heavier treads, additional plies of fabric, and the like. Of the Continental Roadsters, the No. 60 and the No. 80 are prominent in the double tube types, and the No. 15, the No. 30 and the No. 35 in the single tube models. The Liberty No. 5 single tube roadster and the juvenile single tube roadsters are also strong members of the Continental group. Tires of a special nature are made to order where the regular line does not meet the particular requirements desired.

On the other hand some of the tire makers





are sticking to the policy of concentrating on a very limited number of brands, probably the most conspicuous instance being that of the Kokomo Rubber Co., of Kokomo, Ind., which for eleven years has been making one of its two brands without any change of name, compound, formula or method of manufacture; and there are none who will dispute that the tires always have been good tires, consistently made. In its factory, which has a floor area of about 200,000 square feet, there are only the two grades of tires made, the leader being the Komoko Defender Special, which is made in the road, tandem, sulky and cactus weights; the other is the New Oxford, for which strong claims are made concerning its easy riding qualities as compared with other tires designed to sell at a moderate price. It is also claimed for the New Oxford that it is a very easy tire to repair satisfactorily in case of puncture. Either smooth or corrugated treads are supplied, as are juvenile sizes. Inner tubes also are included in the Komoko product. Although selling its product chiefly to manufacturers and jobbers of bicycles, the company is firmly set against low grade tires of poor quality, which it regards as a menace to the whole bicycle industry in that such tires make the satisfactory use of bicycles impossible. With an eye to this same satisfactory service that it considers so desirable, the company has perfected a tire repair tool, styled the Komoko Korker, which is calculated to make the repair of single tube tires a simple matter.

Another instance of concentration on a few selected brands is the case of the Goodyear Tire and Rubber Co., of Akron, O., which this year is confining itself chiefly to its four best types, all of which carry a full guarantee. The first of the quartette is the Pathfinder, a plain tread tire at medium cost, made of Para rubber and tough fabric and high grade in every respect. It is claimed for it that it is extremely fast and durable and very resilient. The Cactus model has a reinforced tread of specially tough compounded rubber and extra strong, heavy fabric. In resisting thorns, briers, sharp pebbles and similar enemies to tires it will be found entirely puncture proof, according to the makers. For a strong road tire, good for all-around service, the Monarch is the offering, its modest price being a feature when value is considered. Great durability and resiliency are sought in the Cushion Pneumatic rather than speed. This tire is very heavy and is said to be impossible to puncture, though its resiliency makes it in effect a very easy riding tire. The Goodyear Co. also makes a full line of endless and butt-end inner tube of high quality together with a number of rubber specialties for bicycle use, such as rubber frame guards, Universal snap-on pedals and other articles of a like character.

"Open curing" is a feature of G & J tires, which are made by the G & J Tire Co., Indianapolis, Ind., which occupies an unique position in that it is the only company producing detachable or clincher tires only. The "open" part of the process consists in curing the tires by the direct heat of live steam coming in contact with the rubber instead of by the more common method of subjecting the rubber to the dry heat of the molds. Many advantages are claimed for the process, chief of which is that it results in making the tires exceedingly tough and pliable; coupled with the diagonal thread fabric, a fast tire also is produced. The "double clincher" design of the G & J detachable tire is now employed for all tires and since that form of construction was adopted the use of the detachable tires on bicycles has been steadily increasing. The G & J line includes a road tire, an almost puncture proof heavy tread tire, a racing tire, a tandem tire and several specials. Nearly all the types are made in a great range of sizes, being from 20 to 30 inches in the large diameter and from 1½ to 2½ inches in the small diameters.

No reason has been found to alter the slogan "Morgan & Wright tires are good tires" in the light of this year's offering. As heretofore, Morgan & Wright supply both single tube and double tube tires in a great number of sizes and with either smooth or corrugated treads. The big plant at Detroit, Mich., is turning out products designed to match in every respect the fullest and best significance of its famous advertising phrase. The line has its full complement of standard weight and model tires, in addition to which the Cataplaro heavy tread single and double tube tires are being featured. These are of a particularly substantial construction to answer the requirements of mail carriers, messengers, doctors and others who demand tires that will withstand puncture or rupture. Another model is constructed with a view to resisting thorns and cactus. It has a special fabric in





the tread which it is said adds greatly to the non-puncturing qualities. For the Pneumatic Cushion type it is claimed that it cannot be punctured in service, owing to the great thickness of the tread and walls. Not only do Morgan & Wright make an exceptionally large variety of tires, but they also put out a very complete line of tubes and accessories.

Active and healthy as is the competition among the tire makers, there is one feature of all bicycle tires concerning which there is no competition whatever, and that is the matter of the valves. All the manufacturers use the same valve—the Schrader, made by A. Schrader's Son, Inc., of New York. That on a basis of merit alone it should have become the universal choice is testimony to its efficiency and satisfactory qualities.

Tire repair outfits has been the subject of a great deal of inventive ingenuity and the problem has been attacked in many different ways. One of the latest and most ingenious productions in this line is the Neal Tire Repair Kit, made by F. M. Neal Co., of Bridgeport, Conn. The principal tool used is a metal pilot or guide for making easy the insertion of the rubber plugs such as are supplied both by tire manufacturers and specialty houses.

About Motorcycle Tires.

Small complaint can now be offered by the motorcyclist that his requirements in the tire line are not being diligently looked after by several manufacturers. In consequence, there is an enlarged assortment to choose from, either as equipment for a new mount or for fitting to an old machine. Except in a few notable instances, the tire manufacturers were considerably slower in realizing the necessity for special tires for motorcycles than were the riders. The latter well knew that it was unreasonable to expect even the very best bicycle tires to stand up under the racking service of motorcycle use, where they were required to carry much more weight than on an ordinary bicycle and at sustained high speed, also that the facility for repair was a most important item.

Because they were first to recognize the requirements and thereby secured such a long lead, the offerings of the G & J Tire Co., Indianapolis, Ind., have especial interest for motorcyclists. The G & J "double clinch" system of securing the tires to the rim has been made subject to some detail improvements relating to the construction of the rims themselves, so that the latter are somewhat lighter than formerly and have less arch or distance below the tire, but the principle of the clincher construction remains the same as in previous seasons, having proved in every respect satisfactory. When inflated, the tires under this system have four points of contact and completely cover the base of the rim. They are thus held so firmly in position that they cannot be pulled from the rim even by the powerful strain of rounding sharp turns at top speed. In tires the company's standard for 1908 is distinguished by a raised, flat tread with fine corrugations. The extra thickness of rubber incident to the raised tread gives additional protection against the likelihood of puncture, although the strong fabric construction at the tread base is such that the chance of its being penetrated is very remote, even without the extra protection afforded by the very thick tread. The flat tread, with its corrugations, possesses great non-skid qualities of its own, but for those who prefer something special, the Bailey non-skid tread is supplied. This tread has a series of round, projecting rubber studs around the periphery.

Three styles of motorcycle tires are put out by the Goodyear Tire and Rubber Co., of Akron, O., all of them being of the Goodyear mechanically fastened, quick detachable type and employing the Goodyear rim with removable flange and retaining rim. The same rim, by the substitution of clinch flanges, can be used for clincher tires when desired. The newest and most notable of the Goodyear trio is the non-skid type, the tread of which has rows of alternating rectangular rubber projections and depressions. Any inclination to side slip is resisted by the sharp edges of the little rubber blocks digging into the surface of the road.

A newcomer in the motorcycle field is the Empire motorcycle tire, made by the Empire Automobile Tire Co., of Trenton, N. J. The tire is of the regular clincher type and has a corrugated tread. Two general styles of Empire inner tubes are also available, either endless or butt end. They are furnished in two weights and grades of rubber, the red rubber tubes being proclaimed as of exceptional excellence. The butt-end tubes are equipped with an ingenious coupling arrangement for uniting the ends after they have been placed in the casing, giving the effect of an endless tube, except that there is no air connection through the coupling. The company recommends butt-end tubes for motorcycle use, they permit the changing of tubes without removing the wheel from the frame.

From the big plant of Morgan & Wright, at Detroit, Mich., emanate a line of motorcycle tires and tubes for which the highest claims are made, both as to quality and construction. The casings are of the G & J "double clinch" type, while the tubes, instead of being of but a single thickness of rubber, are made up in sections or layers. For the casings advantages are claimed by reason of the fact that they are formed to the position they take when inflated instead of being made flat. The company's official statement, "Morgan & Wright tires are good tires," is not withheld in the slightest from its motorcycle types.

Clinchers of the usual type are introduced this season by the Pennsylvania Rubber Co., of Jeannette, Pa., for motorcycle use. They bear the Pennsylvania name and the company stands back of them in every way. Alone of the foreign motorcycle tires readily obtainable by riders on this side of the Atlantic, is the Harburg. It is of moulded construction, on the regular clincher principle, and is supplied by the Harburg Tire Co., of New York.

A new motorcycle inner tube of the butt-end type has been brought out by the Continental Rubber Works, of Erie, Pa., having ends that fasten together by mechanical means. Five grades of tubes are made, two of which are made in all different types for use in standard casings. The company is also making a specialty of assorted patches particularly suitable for motorcycle tires.

While double tires are practically universal in motorcycle practice, yet in some instances there is a preference for the single tube type. This demand is met by the Kokomo Rubber Co., of Kokomo, Ind., with single tube models in the 2-inch size.

Whereas in earlier days the rider who was unfortunate enough to get a bad puncture was put to the necessity of cutting his own patches in order to make his repairs, the time manufacturers have latterly been more thoughtful in their provision for such possibilities and are supplying patches and plugs in a variety of sizes to meet almost any emergency. The cost advanced refinement in this line for the feather edge patches, plugs and plasters such as are made by the G & J Tire Co., of Indianapolis, and the Continental Rubber Works, of Erie Pa. This beveling of the edges is a great improvement, inasmuch as it permits the patch or plaster to conform more exactly to the surface to which it is applied and does away with all lumpy effects. It also insures the edge sticking down better than they would if they were as thick and unelastic as the center portions.

For emergencies in situations where the puncture or gash is too large to repair properly on the road the repair sleeve offered by the H. & F. Mesinger Mfg. Co., of New York, and the G & J Tire Co., have been found a great boon. These are moulded to the form of the outer casings and are easily laced around that portion of the tire which is injured, to effect a temporary repair until the rider can get home.

Neat, compact pumps, which develop a surprising capacity for their size are now available to the cyclist in the styles marketed by the Ovington Motor Co., of New York, Stevens & Co., of New York, and H. K. Reading & Co., of Penacook, N. H. Many of the models are finished in black, to match the enamel of the machine and are provided with attaching clips for applying to the frame in such a position as to be quite inconspicuous.

What's What in Parts and Accessories

Before men build bicycles it is very necessary to obtain material and components therefor. It follows that where to obtain the material and components is a matter of absolute importance and necessity. As no bicycle can be built without tubing, that material occupies first thoughts. It is not entirely a state secret that all the tubing made in America in the last year or two has not proven satisfactory and has caused some of the bicycle manufacturers trouble which properly did not belong to them. It is true, however, that the tubing made by the Standard Welding Co., Cleveland, Ohio, was not the tubing in question. It has given satisfaction, and the company, having become possessed of an immense new plant, which will afford facilities for an increase of thousands of feet of tubing each year, is in a better position than ever to command the foremost position in this branch of the industry.

If the man desiring to engage in the production of bicycles does not want to build his own frames, the John R. Keim Mills has complete built-up frame sets in almost infinite variety, and are also in a position to supply practically everything necessary to the construction of a bicycle. Head clips, frame, handle-bar and seat post tees, single-piece heads and seat-post brackets and clusters, hanger-brackets, fork ends and tips, cones innumerable, crowns and forks are only a few of the things that these mills turn out daily to make frames. Pedals, hubs, bars, seat posts and sprockets are also a part of their production. If one desires those components he need only apply to the Worcester Pressed Steel Co. or the Crosby Co. to obtain them.

In crank hangers, the famous Fauber, which now is made by the Great Western Manufacturing Co., LaPorte, Ind., is still available, and Keim makes good hangers in both the one and the two piece styles. Stevens & Co., New York, and the A. & J. Manufacturing Co., Chicago, also make crank hangers which have the unusual virtue that they may be applied to any make of bicycle, old or new.

Crank hangers naturally suggest hubs, which are made by the Keim Mills, the Crosby Co., the Eclipse Machine Co., the New Departure Manufacturing Co., the Corbin Screw Corporation and the Aurora Automatic Machinery Co., those produced by the last four mentioned being hubs to match their respective coaster brakes. If the man who wants to build bicycles intends to assemble hubs the Sartus or the Standard ball retainers must be kept in mind. Balls themselves are manufactured by the New Departure Manufacturing Co.

Spokes? The Standard Co., Torrington, Conn., make 'em by the million, but their "Diamond E" brand is the one of which they are proudest. George W. Nock, Philadelphia, also has spokes—anti-rust spokes at that. Perhaps the man who is going to build bicycles does not know that there is a growing tendency to return to steel rims. It is true, nevertheless, and the Standard Welding Co., which makes several patterns in rolled edge, drop centre and clincher rims, is making more of them than most people think is the case.

Of course, the man that is going to build bicycles will have to get sprockets, chains, pedals, toe clips, and so forth. The Hydraulic Pressed Steel Co., the Parish & Bingham Co. and the Crosby Co. make them in all shapes and sizes, so he should experience no difficulty in this direction. Chains naturally come next and it is said that one will not go wrong with either the Diamond, Whitney, Duckworth, Morse or Hall chains. In pedals, the Standard Co.'s Star, Standard and Bridgeport and Keim's Genessee pedals afford a sufficient range to meet any reasonable requirements. The Standard Co. also produces toe clips. And, by the way, the rider who has trouble in getting his foot into a toe-clipped pedal, and there are not many that do not, will doubtless appreciate a pair of Persons' "Kach Klipxes," a simple little device to be fastened to the opposite side of the pedal and which does not cost any more than a good cigar.

The Kelly and the Hussey adjustable handlebars retain their prominence, and the Ideal Plating Co. makes bars that will please the most exacting; stems in a variety of extensions also are a feature with this Boston company. To be comfortable and to look well, handlebars have got to be fitted with grips. C. F. Peterlein has been making grips in large assortment at Grand Rapids, Mich., for the last fifteen years, and it follows that he knows how to do it and to "deliver the goods." At Grand Rapids there is another manufacturer of grips, the O. T. Peckham Co., and they turn them out in infinite variety and can meet almost any demand that the varied needs of cyclists may create.

There are three names that stand out as watchwords in the saddle line—Persons, Troxel and Mesinger. Each has its features; each its individuality. Each company of this name has been making saddles for many years and the choice they offer leaves nothing to be desired. There is another saddle, too, which, though not quite so widely known, commands notice. It is the Wheeler, made by the Wolverine Leather Goods Co., of Detroit, who also manufacture grips and tool bags. The last-named commodity also is one of Troxel's products.



To be of any use whatever a tool bag must be filled, and with those implements and tools that will prove of the most value. Wrenches, tire repair kits, oil cans, repair links and other what-nots are indispensable to the rider who journeys farther than around the corner. Wrenches—good wrenches—are worth their weight in gold at the proper moment; B. & S. and Mossberg, and Hall wrenches need no eulogy.

Speaking of sundries suggests that luggage carriers produced by the Dow Wire & Iron Works, Louisville, and the Bradford Luggage Carrier Co., Wilmington; the Forsythe chain and mud guards, without which "my lady's" mount is not complete; the "Baby" gasolene torch and the Marion soldering kit, put up by the Marion Co., New York City. "It's great to know how fast you go," and the Jones Speedometer answers that question, which so often occurs to cyclists.

As a warning signal for bicycles no device has ever taken the place of a good, loud-sounding bell. Although the Bevin Bros. Manufacturing Co., East Hampton, Conn., are primarily bell manufacturers, as the title page of their large catalogue succinctly states, this company also produces hundreds of thousands of lamp brackets, trouser guards, toe clips, repair fork tips and oil-hole covers. The Mossberg Co. also turn out large quantities of bells, as does the New Departure Manufacturing Co., who likewise make cyclometers. In lamps, the Solar, the original gas lamp; the 20th Century and the Columbia still are illuminating the cycling world.

As salt is to soup, as cheerfulness is to natures, and as food is to the propagation of good health, so are two articles as necessary to the bicycle business. Each is in a class by itself, and without a rival. One is "3 in One" oil and the other is "Neverleak." The former has lightened labors and made the cycling world of wheels run smoothly for so long that its use is universal and its name a watchword. The same might be said of Neverleak, though, of course, it serves in a different capacity. How many porous tires, nasty tires, that would have been utterly useless but for a tonic of Neverleak, is a question that can never be answered. Undoubtedly it runs into the millions.







The Call of the Road

The seasons in their cycling round
Again have brought the golden time
When nature, long in slumber bound,
Awakens to its life sublime.

And from the mountain and the plain,
From lake and stream and ocean strand
There comes the stirring call again,
That he who rides can understand.

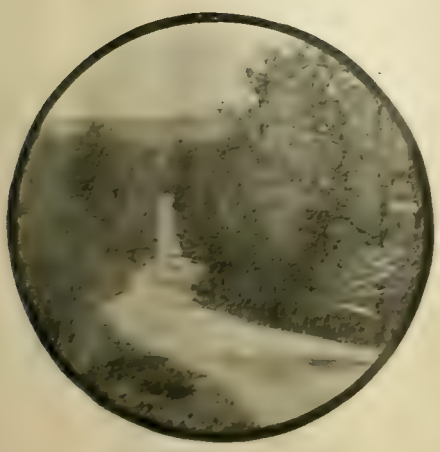
Where sunshine's glint is on the stream,
Where fields their verdant glory show,
Where radiant hues of blossoms gleam,
There may the cyclist freely go.

No path too narrow for his steed,
The world is his, and on he rides,
Where'er the moment's whim may lead—
What'er the journey's end betides.

He breathes the ozone in the air,
He feels new life in every vein,
He casts aside the weight of care,
For cycling days have come again.









The Make-up of Motorcycles and Their Equipment

Having decided to build motorcycles and having designed a motor of his own which he would apply to them, the first concern of the budding manufacturer is the making of the motor. It requires a foundry to make the all important castings, but not all foundries will make them, or can make them, when they attempt it, as not a few of the established motorcycle manufacturers discovered to their sorrow and at considerable cost. Casting an engine and machining it is not ordinary foundry work. It is rather a work for specialists and so far as motorcycle engines are concerned, there is but one specialist—the Manufacturers' Foundry Co., Waterbury, Conn. The time and money wasted in obtaining satisfactory castings has brought more than one manufacturer to the verge of despair, and it is not mere puffery to say that the number of them who, having been brought to this state, have turned to the Manufacturers' Foundry Co. and been brought out of it, is not small. That company produces the castings of several of the biggest and best known motorcycle manufacturers in America.

If the budding manufacturer has no motor of his own and desires to follow the short cut, he can obtain ready made and time tried motors of either the Aurora Automatic Machinery Co., Aurora, Ill., or the Thiem Mfg. Co., Minneapolis, Minn., which concerns can supply also most of the components and fittings that go to form complete motor bicycles.

If, having settled the question of engines, the embryo manufacturer decides to build his own frames and wheels, he will require tubing, rims, mud guards and seat posts, and he need go no further for them than the Standard Welding Co., Cleveland, O. That big company is a motorcycle specialist so far as such products are concerned and their goods are topnotch. For the necessary spokes there is only one place to go—to the Standard Co., Torrington, Conn., who supply all the bicycle and motorcycle spokes used in America. The famous Diamond E is their best brand.

When such parts are wanted as hubs, forks, cranks, crank hangers, head fittings and the like, the Crosby Co., Buffalo, N. Y., and the John R. Keim Mills, of the same place, and the Worcester Pressed Steel Co., Worcester, Mass., will be able to meet any call. So far as concerns sprockets, the Hydraulic Pressed Steel Co., Cleveland, O., and the Parish & Bingham Co., of the same city, produce them in immense quantities and in such a variety of designs as to meet the ideas of the most exacting purchaser.

If it is a chain driven machine that the budding manufacturer has in contemplation he'll require chains, of course—and roller chains, at that, as the block pattern for motorcycle use has been tried and found wanting, and is no longer used. The Duckworth Chain & Mfg. Co., Springfield, Mass., have supplied most of those roller chains, but the Whitney Mfg. Co., Hartford, Conn.; the Diamond Chain & Mfg. Co., Indianapolis, Ind., and the Morse Chain Co., Ithaca, N. Y., each of which has been making chains for a generation or more, and which is of the highest repute, produces a roller chain for motorcycles and is now bidding for the business. They are not to be overlooked by astute buyers. If it is a belt machine that is in prospect, the Persons



BRINGING HIMSELF UP TO THE MINUTE

Mfg. Co., Worcester, Mass., can "deliver the goods," that is, the belts; and belt connections, too. The budding manufacturer with a belt machine—and riders, too, of such machines—cannot afford to let pass without mature consideration, the Hipkins automatic change speed pulley, made by the Advance Sales Co., St. Paul, Minn. The matters of variable gear and free engines rightly are assuming great importance and devices like the Hipkins pulley are, therefore, due for ever-increasing attention and use. Idlers to "hold the belt to its work," also are necessary; the Eclipse Machine Co., Elmira, N. Y., supply them. The Eclipse company is the same that makes the long famous Morrow coaster brake, of which they make two patterns specially for motorcycle use—one for belt machines, the other for chain machines. The big Corbin Screw Corporation, New Britain, Conn., who were first to produce a special coaster brake for motorcycles, still are producing it, of course. The Corbin device remains now, as always, a big factor in the business. The fact that the makers of the Indian motorcycles have used it from the beginning is an item of interest that "speaks a piece." The coaster brakes for motorcycles produced by the New Departure Mfg. Co., Bristol, Conn., and the Aurora Automatic Machinery Co., are also obtaining their share of favor..

Handle bars naturally are a very important part of a bicycle of any sort, and now that those used on motorcycles are of all shapes, lengths and sizes and so very much longer than ever before, the fact that the Ideal Plating Co., Boston, Mass., who have been making quality bars for some 20 years, are making a specialty of bars for motorcycles, should keenly interest budding manufacturers and all others. Rubber grips are the standard equipment for motorcycle bars, and when the Hartford Rubber Works Co. turned their attention to that article, it follows that they produced a superior article and an unusually comfortable one; their Rough Rider grip will take a lot of beating. For pedals, the prospective manufacturer and the established one will find it difficult to "pass up" the Standard rubber pedal, made by the Standard Co., Torrington, Conn.; long awaited, it finally was placed on the market late last Fall, and it is not overstating the case, to say that its recognition was immediate and its sale enormous. It really filled a long felt want. There are those, however, who prefer rat-trap pedals and these, too, the Standard Co. can supply, while the Forsyth Mfg. Co., Buffalo, N. Y., likewise makes a pedal of the sort that must command notice.

Before he has progressed very far, the budding manufacturer will discover that the subject of spring forks is one that cannot be dodged. Lots of money have been spent in developing these comfort promoters and not always to advantage. The man who would save the money and who had rather "be sure than be sorry," will quickly embrace the Sager spring fork, which was another of the things that made a "hit" the very day it appeared. It is applicable to practically all machines and has been adopted by a number of well known manufacturers. For the machines of the others, the inventor and maker, J. Harry Sager, Rochester, N. Y., has devised brackets in order that riders themselves may apply his forks when they desire to do so.

Having settled on his motor and the make up of the bicycle part of it, the budding manufacturer must needs make it run. Among other things he will require tanks for the gasolene and battery boxes for the

dry cells, and these may be obtained of either the Worcester Pressed Steel Co., Worcester, Mass., or Frank B. Widmayer, New York. He will require carburetters—a vital point—and if he knows anything at all, he naturally will consider the Schebler, made by Wheeler & Schebler, Indianapolis, Ind., who are perhaps the world's largest exclusive makers of carburetters; they make one specially for motorcycles, of course; and a good one. He simply must likewise consider the Speed, the product of the Speed Changing Pulley Co., also of Indianapolis, which is sold under a remarkable and wholly unusual money-back-if-it-does-not-prove-superior guarantee that compels inquiry; and the Heitger, made by the Heitger Carburetter Co., Indianapolis, the product of an expert, cannot be suffered to pass unnoticed.

The carburetter selected, the matter of ignition becomes uppermost. Dry cell ignition still is the American standard, and it requires the use of a coil; and of the coils available, these were designed specially for motorcycle use—the Splitdorf, the first in the field; the Pittsfield and the Pfanstehl, the "caterpillar flame" of the latter being a feature. If magneto ignition—the foreign standard which is rapidly claiming converts in America—is chosen, dry cells and coils become unnecessary. The Bosch, famous the world over, and made here by the Bosch Magneto Co., New York, must occur to every mind the moment magnetos are considered; its fame is universal; it is in use by every American motorcycle manufacturer who supplies magnetos, and its use is growing with the days. Within the month a new claimant for American favor, the U. & H. magneto, a German production, has made its appearance. It is a likely looking article, marketed by the J. S. Bretz Co., New York, and it is understood that its price is not the least of its attractions. Whether the budding manufacturer selects dry battery or magneto he will need spark plugs, which means that he will linger long over the Jewel, made by the Pittsfield Coil Co., Pittsfield, Mass., and the Splitdorf, made by C. F. Splitdorf, New York, which are two of the neatest and most compact mica plugs ever produced; the R. E. Hardy Co., New York, offer several types; C. A. Mezger, New York, is pushing his widely known soot proof porcelain plug for motorcycle use, while, if something out of the usual is desired, the Breech-Block porcelain plug, the product of the Standard Co., Torrington, Conn., will be found to fill the bill.

Whatever makeshift may have been used in testing out the budding manufacturer's now completed motor bicycle, the saddle with which it is to be fitted for the rider's use, is a subject not to be lightly treated. An ordinary bicycle saddle is out of the question. The Persons Mfg. Co., Worcester, Mass., the head of which was one of the first motorcyclists in America, early discovered the truth and his experience and long devotion to bicycle saddles of comfort and quality, induced him to plan a motorcycle saddle of the same character. There are two of them now on the market. The higher priced article, the Persons American motor seat, is very generally recognized as being a credit to the industry and worthy of the name it bears; it is a big, comfortable, enduring creation, incorporating more labor and more and different springs than the American motor seat No. 2. The Troxel Mfg. Co., Elyria, Ohio, who make an almost unlimited line of saddles of all sorts, last year turned their attention to a motorcycle saddle and produced a distinctive one having a padded top, and which is guaranteed not to stretch. H. & F. Mesinger, New York, also experienced saddle makers, offer two designs for motorcycle use—one of the grateful, generous, suspension type, with compound springs,



"GOING SOME"

and the other of dished cavalry type which affords a low seat and position and a surprisingly comfortable one. The Hendee Mfg. Co., in addition to using the imported and famous Brooks saddle on their Indian motorcycles, have the American agency for the Brooks product. In addition to saddles, the Troxel company make a tool bag and a tool roll for motorcycles, while the Persons company produces an unusually well made leather tool kit; the Motorcycle Specialty Co., Boston, Mass., also markets a kit of the sort, and F. B. Widmayer, New York, makes one of metal and fitted with a tiny padlock to prevent theft of tools—a too frequent occurrence. Of tools, none are more necessary than wrenches and pliers, and of such articles none are better or more famous or in wider use than the drop forged goods made by the Billings & Spencer Co., Hartford, Conn, who have been making them for generations; the wrenches of the Frank Mossberg Co., Attleboro, Mass., also are in high favor and latterly, not only the wrenches but the pliers produced by the E. H. Hall Co., Buffalo, N. Y., have, with good reason, entered into the reckoning of those seeking such wares.

Of course, no manufacturer, budding or otherwise, will supply an ammeter with his motorcycles, but it does not alter the fact, that it is an instrument that ought to be a part of the tool equipment of every machine, as the wise rider quickly will realize. As an electrical "tell tale," an ammeter is almost invaluable. The Eldredge Electric Mfg. Co., Springfield, Mass., was the first company to bid for the favor of motorcyclists with a pocket ammeter and it still is bidding for it.

About the time that the budding manufacturer's machine is ready for the road, he must decide whether or not it shall be fitted with a portable stand, and if so, whether the stand shall be of the sort with folding legs or of the type that can be used as a rear luggage carrier when it is not in use as a stand. If he decides in favor of the former, he can obtain such stands from the Hendee Mfg. Co., the Ovington Motor Co., or Charles E. Miller. If he prefers the combined stand and luggage carrier, the Motorcycle Specialty Co. or F. B. Widmayer are in position to supply them. Incidentally, the man who desires a testing stand for home or shop use, will find the one made by B. A. Swenson, Providence, R. I., a strong, durable article; it is made of iron and is mounted on big, steel balls which permit it to be rolled in any direction. Swenson makes also a handle bar luggage carrier, and the Persons Mfg. Co., and the Motorcycle Specialty Co. are both makers of a similar convenience.

Budding manufacturers and motorcyclists generally will desire a speed indicator, which desire will sharpen their interest in the Jones and the Bullard speedometers. Both of these are attached to the front fork, while the Bullard is ingeniously secured to the handle bar in plain sight of the rider; the Bullard is distinguished also in that it incorporates a self-contained cyclometer, the same dial thus answering the "how fast and how far" questions at one glance.

Most of the horns in use are imported goods. The two-tone design is handled by the Autolyte Mfg. Co., New York; the big, deep "bullfrog" horn by F. A. Baker and Co., the Ovington Motor Co., Charles E. Miller, the Motor Car Equipment Co., the New York Sporting Goods Co., and the E. J. Willis Co., all of New York, each of whom is a wholesaler, who issues a catalog dealing not only with horns, but many other motorcycle accessories; Baker, Ovington and Willis issue catalogs dealing with motorcycle goods exclusively.

The 20th Century Mfg. Co., New York, and the Hine-Watts Mfg. Co., are the two American makers who produce special lamps for motorcycle use, but the well known Badger Brass Mfg. Co., Kenosha, Wis., present their famous Solar bicycle gas lamp as being adapted for motorcycles also. Imported lamps are handled by Ovington, Baker and the Motor Car Equipment Co.

Not so much for the budding manufacturers as for the riders, the Gilbert Mfg. Co., New Haven, Conn., make a variety of waterproof goods—leggins, rain coats and the like.

The Men of the Year and the Records

Just who are the best men of the year in their respective classes is somewhat difficult to determine, for the reason that no N. C. A. circuit championships were run last season, the only sanctioned events with titles, in fact, being a quarter mile for amateurs and a short series of paced races for the American paced championship

These paced races were held at the Revere Beach (Mass.) saucer and Hugh MacLean, of Chelsea, won on the point system of scoring. His most serious contenders were James F. Moran, Robert A. Walthour and Elmer J. Collins.

Because no meets were held at the Vails-



P. J. Q. DERKUM

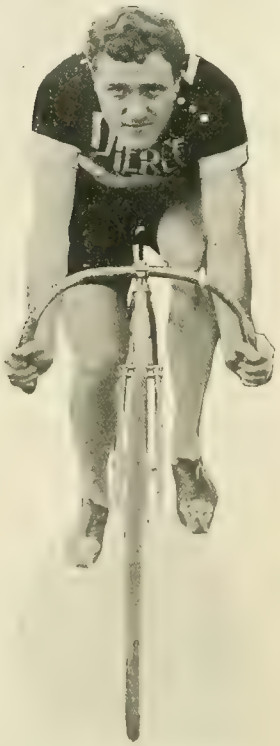
burg board track, and because there were insufficient riders to warrant holding them at Revere Beach, no amateur championships were run until in December, when the quarter mile title was decided in Madison Square Garden, New York, one day before the starting of the annual six-days' race. It was won by William VandenDries, who wore the colors of the New York A. C., the title the previous year having been won by Charles A. Sherwood, one of his clubmates.

Sherwood turned professional after having won several of the road championships, conducted by the National Cycling Association, which last year assumed control of road racing, but VandenDries was usually the runner up in the road championships and scored a victory in the ten miles event. Within the last month VandenDries scored another victory by winning the Military Athletic League's championships on the



WALTER GOERKE AND S. T KELLOGG

flat floor, at the same time breaking two long-standing records, which further qualifies him for a niche in the hall of cycling fame. In view of these performances Van-



FRANK L. KRAMER

denDries may be considered one of the two best amateurs, if not the best rider of the year. The only rider to share in his glory would be Walter DeMara, of San Francisco, and he has, since last summer, been turned into the professional fold. The only amateur track records that were wiped from the books last season were erased by DeMara, who created new figures for the quarter, the half and the three-quarters mile distances.

A. J. Clarke, Frank L. Kramer and John Bedell share the professional records, each having placed one new record to his individual credit. Clarke broke the half mile, Kramer the three-quarters mile and John Bedell the ten mile records. Kramer and



WILLIAM VANDEN DRIES

Clarke were the two shining lights among the sprinters, but for the reason that they teamed during the riding season at Salt Lake City it would be difficult to determine which was the faster. The palm may safely be conceded to Kramer, however, for he has held the championship against all comers for years. During the winter at Madison Square Garden he met in match races Edmond Jacquelin of France and Thorwald Ellegaard of Denmark, both of them world's champions. The premier American triumphed in every race.

As the National Cycling Association has had control of road racing for only one season, and therefore has kept record of times for only that length of time, the figures in the road records table are somewhat puzzling to the novitiate. For instance, the 17 miles record is slower than the 18 miles record, but it must be under-

stood that in road racing the time cannot be taken mile f omrile as in track racing, but must be scored as a whole, that is, for the total distance, unless the race is held over a course where a number of laps make the required distance, when the intermediate distances might be clocked. In view of the increasing ranks of road riders it is likely that many of these figures will be erased during the forthcoming season.

Although pursuit riding is not considered in the regular category, the past season showed that America has two first-water pursuit riders. They are Joseph Fogler, of Brooklyn, and James F. Moran, of Chelsea, Mass., both professionals, and both of whom rode several memorable pursuit races.

The "men of the year," so far as motorcycle competition is concerned, "stood out" so conspicuously that all might see. They were Stanley T. Kellogg, of Bridgeport, Conn.; Walter Goerke, of Brooklyn, N. Y., and Paul J. Q. Derkum, of Los Angeles, Cal. Kellogg captured three of the four national championships that were run—the one, two and ten miles—and also won the Goodwin point medal, by earning a total of 75 points during the year 1907; his nearest competitor was 34 points behind. Goerke won the other championship—the hour—after a running fight with Kellogg in which they took turns at leading, thus sharing the new records which were created, the total distance covered during the hour being just short of 49 miles—an improvement of nearly 8 miles. Derkum, after several sensational hill climbing feats, "took to the track" early this spring and at his first attempt proved himself one of the most daring riders that ever straddled a motor bicycle. He shattered world's records in electrifying fashion, as the table testifies. He since has become a professional rider.

The record table proves that despite the absence of scientifically built tracks American riders and American machines are the equal of any on earth. The records themselves stand for more than do those created abroad; for the rules of the Federation of American Motorcyclists require that they shall be made on practical machines, those having a piston displacement not exceeding 61 cubic inches (1000 centimeters), which roughly equals about 7 horsepower. Abroad no engine limit has been recognized and as a result many of the foreign records are not what truly may be classed as motorcycle records. The machines are practically "young locomotives," which, though they have two wheels are fitted with engines of abnormal power and big enough to drive a touring car or a torpedo boat. The machines are "freaks" pure and simple and of no earthly use for practical purposes and their performances should be treated accordingly.

Table of Bicycle Records

PROFESSIONAL TRACK RECORDS.

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
¼ mile	unpaced	competition	F. L. Kramer	Vailsburg	May 4, '02	0:28⅕
¼ mile	paced	against time	Major Taylor	Chicago	Nov. 9, '99	0:20
¼ mile	unpaced	against time	Iver Lawson	Salt Lake	July 4, '06	0:23⅘
⅓ mile	unpaced	against time	E. C. Bald	Charlotte, N. C.	Nov. 3, '97	0:38⅗
⅓ mile	paced	against time	J. S. Johnson	Nashville	Oct. 29, '96	0:27⅘
⅓ mile	unpaced	against time	W. W. Hamilton	Coronado, Cal.	Mar. 2, '96	0:34⅕
½ mile*	unpaced	competition	A. J. Clarke	Salt Lake	June 11, '07	0:53⅗
½ mile	paced	against time	Major Taylor	Chicago	Nov. 10, '99	0:41
½ mile	unpaced	against time	W. M. Samuelson	Ogden	July 13, '05	0:51⅕
¾ mile*	unpaced	competition	F. L. Kramer	Salt Lake	July 5, '07	1:21
1 mile*	unpaced	competition	A. J. Clarke	Ogden	July 17, '07	1:48⅗
1 mile	paced	against time	R. A. Walthour	Charles River Pk.	May 31, '04	1:06⅕
1 mile	unpaced	against time	W. M. Samuelson	Salt Lake	July 25, '01	1:53⅖
1 mile	paced	competition	Hugh MacLean	Charles River Pk.	Aug. 27, '04	1:09⅕
2 miles*	unpaced	competition	Iver Lawson	Salt Lake	July 27, '06	3:41
2 miles	unpaced	against time	W. M. Samuelson	Salt Lake	June 21, '04	4:08⅖
2 miles	paced	against time	Joe Nelson	Charles River Pk.	Aug. 27, '03	2:20⅕
2 miles	paced	competition	Hugh MacLean	Charles River Pk.	Aug. 27, '04	2:19
3 miles	unpaced	competition	Iver Lawson	Salt Lake	July 24, '06	5:35⅗
3 miles	unpaced	against time	F. J. Titus	Woodside Pk.	July 2, '98	6:32⅘
3 miles	paced	against time	Joe Nelson	Charles River Pk.	Aug. 27, '03	3:30⅕
3 miles	paced	competition	James F. Moran	Charles River Pk.	June 28, '04	3:31⅗
5 miles	unpaced	competition	Ernest A. Pye	Ogden	July 11, '06	9:48⅕
5 miles	paced	against time	Joe Nelson	Charles River Pk.	Aug. 27, '03	5:51
5 miles	unpaced	against time	Alex Peterson	Dayton, O.	Aug. 4, '02	11:04⅕
5 miles	paced	competition	R. A. Walthour	Charles River Pk.	May 31, '04	5:51
10 miles	unpaced	competition	John Bedell	Park Sq., Boston	Feb. 15, '08	20:04⅗
10 miles	unpaced	against time	W. W. Hamilton	Denver	July 9, '98	23:09⅖
10 miles	paced	competition	R. A. Walthour	Charles River Pk.	May 31, '04	11:29⅕
20 miles	unpaced	competition	E. C. Hausman	Madison Sq. Garden	Sept. 28, '01	46:06⅕
20 miles	unpaced	against time	W. W. Hamilton	Denver	July 9, '98	47:08⅖
20 miles	paced	competition	R. A. Walthour	Charles River Pk.	May 31, '04	22:37⅗
25 miles	unpaced	competition	F. L. Kramer	Madison Sq. Garden	Sept. 28, '01	57:52⅘
25 miles	unpaced	against time	W. W. Hamilton	Denver	July 9, '98	59:13⅗
25 miles	paced	competition	R. A. Walthour	Charles River Pk.	May 31, '04	28:15⅕
50 miles	paced	competition	Harry Caldwell	Charles River Pk.	Sept. 1, '03	59:59
100 miles	paced	competition	Harry Caldwell	Revere Beach	Sept. 5,'04	2:48:11⅘
26 m. 19 yds.	unpaced	competition	Woody Hedspeth	Dayton, O.	July 31, '02	1:00:00
25 m. 600 yds.†	unpaced	against time	W. W. Hamilton	Denver	July 9, '98	1:00:00
50 m. 3 yds.†	paced	competition	Harry Caldwell	Charles River Pk.	Sept. 1, '03	1:00:00
50 m. 30 yds.	paced	against time	Paul Guignard	Munich	July 30, '06	1:00:00
25 m. 1598 yds.	unpaced	against time	Berthet	Buffalo, Paris	June 21, '07	1:00:00
30 m. 855 yds.	human paced	competition	Rene Pottier	Paris	Oct. 22, '05	1:00:00
105 m. 195 yds.	paced	against time	Paul Guignard	Leipzig	Sept. 30, '06	2:00:00
26 m. 176 yds‡	unpaced	competition	Chas. Vanoni	Madison Sq. Garden	Dec. 10, '06	1:00:00
312 m. 880 yds†	paced	competition	B. W. Pierce	Waltham	July 3, '99	12:00:00
474 m. 1421 yds.	paced	competition	Emil Bouhours	Paris	Mar. 24, '06	12:00:00
528 m. 925 yds†	paced	competition	John Lawson	Los Angeles	June 10, '00	24:00:00
515 m. 291 yds.	paced	competition	Emil Bouhours	Paris	Mar. 24, '06	24:00:00

* Made in handicap. † American records. ‡ Made in six-day race. Where no notation is made, world's record is understood.

AMATEUR TRACK RECORDS.

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
¼ mile	unpaced	competition	Marcus Hurley	Vailsburg	July 27, '02	0:28⅗
¼ mile	unpaced	competition	Walter De Mara	Ogden	July 17, '07	0:28⅖
¼ mile	unpaced	against time	Calvin Snow	Providence	Aug. 25, '96	0:25
¼ mile	paced	against time	R. G. Holzel	Spokane	Sept. 4, '99	0:20⅕
¼ mile	unpaced	against time	N. C. Hopper	Salt Lake	Aug. 19, '02	0:25
⅓ mile*	unpaced	competition	W. S. Penn	Hartford	Sept. 3, '00	0 38⅘
⅓ mile	unpaced	against time	A. B. Simons	Deming	May 26, '96	0:33⅖
⅓ mile	paced	against time	R. G. Holzel	Spokane	Sept. 26, '99	0:29⅖
½ mile*	unpaced	competition	Walter De Mara	Salt Lake	Aug. 20, '07	0:56⅘
½ mile	unpaced	against time	N. C. Hopper	Salt Lake	Aug. 7, '02	0:53⅖
½ mile	paced	against time	Geo. Leander	Indianapolis	Sept. 29, '00	0:44⅖
¾ mile*	unpaced	competition	Walter De Mara	Ogden	July 21 '07	1:24⅘
¾ mile*	unpaced	against time	S. H. Wilcox	Ogden	July 20, '05	1:32⅖
1 mile*	unpaced	competition	J. B. Hume	Salt Lake	June 27, '06	1:55⅗
1 mile	unpaced	against time	J. B. Hume	Ogden	July 13, '05	2:00⅖
1 mile	paced	against time	Sam Sulkin	Charles River Pk	July 25, '03	1:13
2 miles	unpaced	competition	S. H. Wilcox	Salt Lake	July 18, '05	3:56⅖
2 miles	unpaced	against time	F. S. Dusenberg	Ottumwa, Ia.	July 24, '99	4:25
2 miles	paced	against time	Walter Smith	Vailsburg	July 27, '02	2:53⅕
2 miles	paced	competition	Sam Sulkin	Providence	Aug. 22, '03	2:47⅖
3 miles	unpaced	competition	A. Carter	Ogden	Aug. 3, '05	5:57⅕
3 miles	unpaced	against time	F. S. Dusenberg	Ottumwa, Ia.	July 24, '99	6:39⅕
3 miles	paced	against time	Walter Smith	Vailsburg	July 27, '02	4:23
3 miles	paced	competition	Sam Sulkin	Providence	Aug. 22, '03	4:18⅗
5 miles	unpaced	competition	S. H. Wilcox	Ogden	June 28, '05	10:31⅖
5 miles	unpaced	against time	O. B. Hackenberger	Denver	Dec. 13, '95	11:56⅘
5 miles	paced	against time	Walter Smith	Vailsburg	July 27, '02	7:18⅗
5 miles	paced	competition	Sam Sulkin	Providence	Aug. 22, '03	7:07⅖
10 miles	unpaced	competition	J. P. Linley	New Haven	May 30, '02	21:23
10 miles	paced	against time	Joe Nelson	Vailsburg	Oct. 5, '01	16:21
10 miles	paced	competition	Sam Sulkin	Providence	Aug. 22, '03	14:08⅕
25 miles	unpaced	competition	Ed. W. Forrest	Vailsburg	July 28, '01	1:00:39
25 miles	paced	against time	Joe Nelson	Vailsburg	Oct. 5, '01	41:27
25 miles	paced	competition	John Nelson	Montreal	Aug. 10, '99	47:37
50 miles	unpaced	competition	J. P. Jacobson	New York City	Aug. 25, '99	2:05:00⅘
50 miles	paced	competition	John Nelson	Montreal	Aug. 10 '99	1:38:26⅖
100 miles	unpaced	competition	W. Torrence	New York City	Aug. 25, '99	4:57:24⅖
24 m. 1,472 yds.	unpaced	competition	Geo. H. Collett	New York City	May 30, '00	1:00:00
35 m. 1,055 yds.	paced	against time	Joe Nelson	Vailsburg	Oct. 5, '01	1:00:00
31 m. 460 yds.†	paced	competition	John Nelson	Montreal	Aug. 10, '99	1:00:00
47 m. 1,662 yds.	paced	competition	Bardonneau	Paris	Oct. 4, '06	1:00:00

* Made in handicap. †American record. Where no notation is made World's Record is understood.

AMATEUR ROAD RECORDS.

Distance.	Character.	Name.	Club.	Place.	Date.	Time.
½ mile	Closed	S. R. Morrison	Edgecombe	Valley Stream, N. Y.	Oct. 6, '07	1:23
1 mile	Closed	Reese Hughes	Edgecombe	Valley Stream, N. Y.	Oct. 6, '07	2:29
2 miles	open	C. A. Sherwood	New York A. C.	Valley Stream, N. Y.	Sept. 15, '07	5:27⅗
5 miles	open	Charles Nerent	Roy	Jamaica, N. Y.	June 9, '07	14:09
6 miles	open	Robt. L. Shanklin	Crescent	Baltimore, Md.	Nov. 17, '07	17:01
10 miles	open	Henry Schafer	Dunkirk, N. Y.	Cleveland	May 30, '07	24:05
12 miles	open	J. Pytle	San Antonio, Tex.	San Antonio, Tex.	Sept. 2, '07	31:05
14 miles	open	W. F. Blum	Chicago	St. Louis, Mo.	Oct. 13, '07	39:14
15 miles	open	Isaac Lewin	C. R. C. Assn.	Valley Stream, N. Y.	May 19, '07	34:47⅘
17 miles	open	Maurice Vanden Dries.	West Harlem	Valley Stream, N. Y.	Oct. 13, '07	48:53
18 miles	open	J. V. Burnstrom	Salt Lake	Salt Lake	May 30, '07	47:36
19 miles	open	Robert Miller	Hamilton, Ohio	Richmond, Ind.	Sept. 1, '07	56:40
20 miles	open	Charles Nerent	Roy	Valley Stream, N. Y.	July 14, '07	55:03
25 miles	open	W. F. Blum	Chicago	Chicago	July 4, '07	1:03:10
27 miles	open	Carl Showalter	Garden City	San Jose, Cal.	Sept. 1, '07	1:21:57
30 miles	open	John Berryessa	Garden City	San Jose, Cal.	May 5, '07	1:20:03
50 miles	open	C. A. Sherwood	New York A. C.	Atlantic City	May 5, '07	2:47:00
60 miles	open	C. A. Sherwood	New York A. C.	Atlantic City	May 5, '07	3:14:00
100 miles	open	Frank W. Eifler	C. R. C. Assn.	Brooklyn	Oct. 27, '07	5:33:30

Compiled and official since National Cycling Association assumed control of road racing on May 1st, 1907.



The Motorcycle Records

TRACK RECORDS.

Distance.	Style of Start.	Character of Record.	Holder.	Where Made.	Date.	Time.
½ mile*	F. S.	competition	J. B. De Rosier	Cambridge, Mass	Aug. 19, '05	0:38⅘
1 mile*	F. S.	against time	F. C. Hoyt	Cambridge, Mass	Aug. 19, '05	0:56⅖
1 mile*	S S.	competition	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	1:04⅕
2 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	1:55
2 miles*	S S.	competition	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	2:04⅖
3 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	2:52
3 miles*	S S.	competition	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	3:03⅖
4 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	3:50⅕
4 miles*	S S.	competition	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	4:01⅖
5 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	4:47⅗
5 miles*	S S.	competition	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	4:58⅘
6 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	5:49⅖
7 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	6:53⅖
8 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	7:58⅖
9 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	9:02⅕
10 miles*	F. S.	against time	P. J. Q. Derkum	Los Angeles, Cal.	Feb. 22, '08	10:02
10 miles	S S.	competition	F. C. Hoyt	Chicago, Ill.	May 30, '06	10:38
20 miles	S S.	competition	F. C. Hoyt	Chicago, Ill.	May 30, '06	21:11⅗
21 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	24:38⅘
22 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	25:45⅖
23 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	26:57⅗
24 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	28:06
25 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	29:15
26 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	30:25⅗
27 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	31:36⅖
28 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	32:45⅗
29 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	33:56⅕
30 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	35:07⅗
31 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	36:19
32 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	37:29⅗
33 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	38:39⅗
34 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	40:22⅗
35 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	41:49⅗
36 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	43:10
37 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	44:21⅖
38 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	45:36⅖
39 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	46:51⅗
40 miles	S S.	competition	S. T. Kellogg	Philadelphia, Pa.	Oct. 5, '07	48:06⅖
41 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	49:45
42 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	51:04⅗
43 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	52:21⅗
44 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	53:39⅗
45 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	54:55⅕
46 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	56:12⅗
47 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	57:28⅕
48 miles	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	58:46
48 m. 1570 yds.	S S.	competition	Walter Goerke	Philadelphia, Pa.	Oct. 5, '07	60:00

STRAIGHTAWAY RECORD

1 mile*	F. S.	competition	Glen H. Curtiss	Ormond Beach	Jan. 23, '07	0:46⅖

* World's Record.

NOTABLE PERFORMANCES ON MACHINES OVER 61 CU. IN. PISTON DISPLACEMENT—STRAIGHTAWAY COURSE

Distance.	Style of Start.	Character of Record.	Holder.	Where Made.	Date.	Time.
1 mile	F. S.	against time	W. H. Wray, Jr.	Ormond Beach	Jan. 24, '07	0:44⅖
1 mile	S. S.	against time	W. H. Wray, Jr.	Ormond Beach	Mar. 6, '08	0:50⅖

WORLD'S TRACK RECORDS ABROAD.

Distance.	Style of Start.	Holder.	Time.
10 miles	S. S.	C. R. Collier	10:33
20 miles	S. S.	C. R. Collier	21:16⅘
30 miles	S. S.	C. R. Collier	31:54⅘
40 miles	S. S.	C. R. Collier	42:37⅕
50 miles	S. S.	C. R. Collier	53:20
60 miles	S. S.	H. A. Collier	1:11:28⅗
70 miles	S. S.	H. A. Collier	1:23:12⅖
80 miles	S. S.	H. A. Collier	1:34:56⅗
90 miles	S. S.	H. A. Collier	1:50:59⅘
100 miles	S. S.	H. A. Collier	2:02:19
150 miles	S. S.	H. Martin	3:25:45⅗
200 miles	S. S.	H. Martin	5:04:12⅕

The revised racing rules of the National Cycling Association made their appearance in book form this week. Copies may be obtained on application to R. F. Kelsey, chairman, Box 41, Madison Square Station, New York City.

The new rules of the Federation of American Motorcyclists governing motorcycle competition also are ready for general distribution. Copies may be received by addressing Roland Douglas, chairman, 317 West street, New York City.

TAYLOR SUFFERS TWO DEFEATS

Moran Trounces Him Again at Boston, and Fogler also Takes His Measure—Two Lively Indoor Meets.

In the parlance of the saucer tracks region, appearances certainly indicate that James F. Moran has "got 'Major' Taylor's goat." When the erstwhile milk dealer some time ago beat Taylor in two heats of their match race, outwitting him in generalship, nearly everybody, although giving Moran due credit, regarded the performance with sort of an oh-well-it-was-an-accident attitude. Last Saturday night, 18th inst., at the Park Square track, Boston, Moran repeated the trick, and with all due respect to Taylor's sagacity, it must be conceded that Moran is long on the gray matter. The meet also was signalized by the return of Joe Fogler, and the Brooklynite ran away with both professional events.

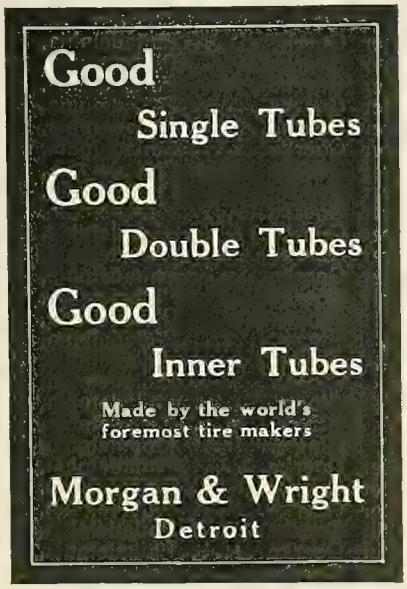
Moran's victory over Taylor was notable as the Chelsean had to concede everything possible to the colored man and had to ride according to his dictation in order to have a race. As originally designed the race looked like a sure thing for Taylor, as it called for two sprints and then a pursuit if it was necessary. Moran wanted the pursuit race for second heat, but Taylor refused; he wanted things all his own way. Even so it was not necessary for Moran to have ridden all three heats because he won the first, and got the second on a technicality. Moran isn't the kind of a man to win on a fluke and so he rode it over. Moran wanted to ride the pursuit race as second heat and finish with a mile sprint, and not count the second heat which he, Moran, had won when Taylor's saddle broke, but the negro was obdurate and would waive all claims to the race rather than ride the pursuit as the second heat. Moran finally agreed to let the negro have everything his own way, for the sake of a race.

Taylor had the pole in the first heat, a half mile, and he took the pace by agreement. They moved along at a steady gait for two laps and then Moran tried to pass the colored man. The latter met the sprint and held him off. Then commenced some wild riding on Taylor's part, for he repeatedly "switched" on the turns and it was this swinging wide that proved his undoing, for on the turn into the homestretch Moran shot through on the pole and in a neck and neck finish sprinted down the last few yards and across the tape by four inches. The applause was deafening.

In the mile heat which followed Moran started the fireworks at once. He would jump off one bank and sprint like a scared deer to the next one and then ease up. It was evident that he meant to kill Taylor off at the start. When the distance was about half covered Taylor sat up because of an accident to his saddle. Moran finished the distance.

After the wrangling incident to the heat, as mentioned above, the men got on their bicycles for the riding over of the second heat. Moran was tired after the other heats but he tried the same tactics in an effort to kill Taylor off. With three laps to go the colored man went through on the pole and started for home. Moran fought hard but he lost by a length.

After a short rest Moran mounted at the tape and Taylor got ready on the back stretch for the pursuit race, which was to be the deciding heat. The first lap showed a substantial gain for the Worcester negro and at the half mile this lead was increased. Moran then got into the game and as Taylor weakened the Chelsea rider uncorked one of his usual "tohellorbust" sprints. At the gun for the finish, he had a clear lead of a quarter of a lap.



Both professional races went to Fogler, who has been taking a rest for several weeks at his Brooklyn chateau. Fogler learned to say "chateau" while in France last season; in Brooklyn the natives say "flat." The only man capable of giving Fogler a fight was Walter Bardgett, and he apparently was teamed with the Brooklynite. Fogler, Root, Wiley, Anderson, Logan and Bardgett qualified for the final of the half mile open. Bardgett set the pace with Fogler trailing. On the turnout of the stretch in the last lap Root essayed to go up but Fogler jumped from behind Bardgett and both rode the last lap side by side, Fogler winning by a small margin over Bardgett.

George Wiley, of Syracuse, got nine of the half mile prizes in the ten mile open, the others going to Connolly and Logan. On the last half of the eighth mile Hugh MacLean and Bardgett came together. MacLean fell but Bardgett managed to get down on the flat without falling. Both lost enough spokes to rebuild a wheel. Wiley made the last mile until Logan tried to head the procession. Fogler took a hand at this juncture and although Root tried hard to pass on the last lap he could do no better than hold second place. Wiley got third and Logan fourth.

The five miles open for amateurs went to Hill, with Connolly second and Cameron third. The summaries:

Match between James F. Moran, Chelsea, and "Major Taylor," Worcester—First heat (one-half mile sprint) won by Moran. Time, 1:21 4-5. Second heat (one mile sprint) won by Moran in 2:06. Ridden over and won by Taylor in 2:06 1-5. Final and deciding heat (one mile pursuit) won by Moran. Time, 2:08.

Half mile open, professional—Qualifants: Fogler, Bardgett, Logan, Wiley, Anderson and Root. Won by Joe Fogler, Brooklyn; second, Walter Bardgett, Buffalo; third, Pat Logan, South Boston. Time, 1:02 3-5.

Ten mile open, professional—Won by Joe Fogler, Brooklyn; second, E. F. Root, Melrose; third, George Wiley, Syracuse; fourth, Pat Logan, South Boston. Time, 23:57 1-5.

Five mile open, amateur—Won by Fred Hill, Watertown; second, Tom Connolly, South Boston; third, George Cameron, New York City. Time, 12:51 4-5.

Although "Major" Taylor is admittedly a crafty rider he met more than his equal when he tried to defeat Joe Fogler and Walter Bardgett in a three-cornered match at the Park Square saucer, Boston, Monday night, 20th inst. The three men met in heats of one-half and one mile distances, Fogler finishing in front both times, with Taylor second and Bardgett third. The latter sacrificed himself in both heats in order that Fogler should win, and the generalship and speed he showed did much to insuring victory for his white Brooklyn friend. 'Twas ever thus: Put two white men and a black man or a yellow man in a contest and the greater of the same color will conspire every time to defeat the other. It is a precept of the unwritten code of unsocialism that continually is apparent in every phase of daily panorama. It was two against one and one lost.

Fogler had the pole. Taylor was second and Bardgett was on the outside in the first heat, at one-half mile. At the gun Taylor and Bardgett started off but at a slow pace, while Fogler rode down on the flat and almost came to a standstill. At the first turn Fogler jumped and sprinted as hard as he ever did in his life. Taylor go rattled, for instead of going after Fogler he watched Bardgett, expecting the latter to go after Fogler. Bardgett was not there for that purpose, however, and Fogler won by a large margin. Taylor got second from Bardgett by a half length. The heat was scored on the points plan, Fogler getting five, Taylor three and Bardgett one.

In the second heat, one mile, Fogler made

another getaway and was in a fair position to win, when Taylor hit Bardgett's rear tire and went down, making a grab for Bardgett's sweater. Although Fogler and Bardgett both finished they agreed to ride another heat. On the restart Bardgett started the Moran trick of up and down the bank. The Buffalo crack would "whang" out a half lap, then swing up the bank, followed by Taylor, while Fogler would shoot down on the pole and take a whirl. At the half mile Taylor was holding his own fairly well, when Bardgett took two more laps and slowed down. At two and three-quarters laps to go Fogler went by on the outside of Bardgett and started for home with the latter protecting his rear wheel, and fighting only when Taylor would get alongside him. Fogler increased his speed and pulled away from Bardgett, who then did not care whether Taylor got by or not as the race was won.

With Taylor, Fogler and Bardgett out of the running the ten mile open for professionals did not have a very big field, but it does not follow that there was not good racing. The half mile prizes were eagerly fought for, Butler scoring seven, Connolly five, Wiley three and Logan two. Connolly set the pace for three laps of the last mile and the trouble began. Wiley went to the front but after a couple of laps was jumped by Root. Anderson passed Root, but suddenly there was another shift when Logan came around with a beautiful sprint, passed Root and began to battle with Anderson. He jumped the Dane on the back stretch and romped in a winner by three yards. Anderson was second and Wiley slipped through on the pole and nipped Root for the place.

Root was in form and won the half mile handicap in a hard finish with Wiley. Logan was third, having used bad judgment.

Although it was a hard race Cameron won the mile amateur handicap in easy fashion.

The summaries:

Three-cornered match, professional—First heat (one-half mile), won by Joe Fogler, Brooklyn; second, "Major" Taylor, Worcester; third, Walter Bardgett, Buffalo. Time, 1:06⅖.

Second heat (one mile) won by Fogler; second, Taylor; third, Bardgett. Time, 2:16⅗. Score—Fogler, 15 points; Taylor, 7 points; Bardgett, 5 points.

Half-mile handicap, professional—Won by E. F. Root, Melrose; second, George Wiley, Syracuse; third, Pat Logan, South Boston. Time, 0:59⅗.

Ten miles open, professional—Won by Pat Logan, South Boston; second, N. M. Anderson, Denmark; third, George Wiley, Syracuse. Time, 25:04⅗. Special half mile prizes—Butler, 7; Connolly, 5; Wiley, 3; Logan, 2.

One mile handicap, amateur—Won by George Cameron (scratch); second, J. J. McKinnon; third, Hugh McPartland. Time, 2:16⅕.

FIRST PRIZES ELUDE WALTHOUR

American Rider Eclipsed by Parent at Paris —Recent Events on Road and Track Abroad.

Walthour seems to be having a hard time of it in Paris, but he is not alone in his misfortune of not being able to score a first. Louis Darragon, last season's invincible, has failed to show anything like a flash of his old time riding, since he parted with Andre, the pacemaker who made him the champion of the world. Thus it will be seen that a good pacemaker is more than half the race, for Parent, who quickly secured Andre's services, has won practically every race since the acquisition, where before he was numbered consistently among the "also rans."

Parent's latest win was at the Velodrome D'Hiver, Paris, on Sunday, 5th inst., when he met Walthour, Collins, Darragon, Guignard and Contenet in a paced race, in two heats and a final. One man was unplaced in each heat, leaving four for the final. Guignard beat Darragon in the first heat, Collins being shut out. Walthour won the second heat from Parent by 15 yards, and Contenet was dropped. The final, at 40 kilometres, went to Parent. Walthour was second by two laps, and Guignard, seven laps behind, finished one lap in front of Darragon. Time, 30:02.

Walter Rutt, winner of the last six days race, not only is a bicycle rider. He also is a friend of dumb animals and will not stand by and see on eabused without interfering. Recently Rutt engaged in a fist fight with a French cabby who had been maltreating his horse. When Rutt protested the cabby only more vigorously beat the animal, until Rutt got busy with his fists. A trip to the police station ensued, where the German sprinter was discharged with commendation.

New Jersey and Its Motorcycle Numbers.

As New Jersey's amended law will require motorcycles to carry license numbers, of such form as may be designated by the Commissioner of Motor Vehicles, with a view of avoiding the big, dangerous, unsightly cast iron tags required in Pennsylvania and some other States, President Betts of the Federation of American Motorcyclists, has taken up the subject with Commissioner Smith, at Trenton, and offered certain suggestions, among them, that numbers painted on the rear mudguard will satisfy all requirements. Mr. Smith has promised that he will give the suggestion just consideration and has expressed a desire for an interview with Mr. Betts.

Stout Sails for Extended Tour.

W. B. Stout, a St. Paul (Minn.) newspaper writer, whose nom de plume is "Jack Knife," sailed this week for what is probably the most extensive foreign tour yet undertaken by an American motorcyclist. He took with him an R-S motor bicycle, on which he will spend a year "doing" Great Britain and the Continent.

Revere Beach Opening Delayed by Rain.

Monday afternoon last, 20th inst, was to have marked the opening of the saucer track at Revere Beach, Mass., but the usual yearly occurrence prevented. It rained. In consequence the meet was postponed until May 30th. The indoor track at Boston was to have closed on Monday night, but the closing has been postponed until to-night (Saturday), when a benefit meet for the Chelsea fire sufferers will be held. Following it all the sprinters will come to New York and begin training for the Vailsburg opening, May 10th. It was learned late this week that if enough riders can be secured to guarantee large fields of professionals P. T. Powers will open Madison Square Garden, New York City, and hold meets there twice a week. A meeting will be held shortly when it will be definitely decided whether a track will be built in Madison Square Garden.

New Armory Record Made by Weintz.

Although he did not win the Military Athletic League championships Louis J. Weintz is certainly "flying." At the 71st Regiment Armory, New York City, Tuesday night, 21st inst., Weintz broke the one mile armory record of 2:25⅗ by 6⅕ seconds. The officials expected fast time would result with Weintz and VandenDries both on scratch so they decided to take the time of the scratch men. Weintz got by VandenDries early in the race but could not overhaul Charles Nerent, on 80 yards. before the finish, although there was only a half length between them at the tape. VandenDries got third by the same margin. Weintz's time, 2:19⅗, is a new record. Nerent's time was 2:19⅕.

Cycling from California to Chili.

So far as is known the trip down the coast of the western hemisphere has never been made by bicycle. This fact, however, did not deter Otto A. Kleim and Clyde E. Lemly, two adventurous cyclists of West Berkeley, Cal., who started from San Francisco on April 15th. They expect to ride the entire distance to Valparaiso, Chili.

Coming Far to Attend F. A. M. Meet.

Guido B. F. Pompeji is coming all the way from the Canal Zone, where he is serving as an engineer, to attend the F. A. M. meet in New York, July 1st to 4th. He has so advised Secretary Wehman of the F. A. M.

Programs Motorcycle Meet.

The Philadelphia Motorcycle Club will inaugurate the competitive season in the East on May 15th, when an open racemeet will be held on the Point Breeze mile track. E. T. Barnes, 1821 North Thirteenth street, Philadelphia, will have the affair in charge.

"Supplies the Missing Link"



64 pages bristling with the useful advice and suggestion desired by all motorcyclists.

25 Cents

New York, March 16, 1908.

Bicycling World Co.:

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The Men Who Supply the Dealers.

The rapid way in which any popular article for bicycle or motorcycle use finds its way to the shelves of dealers all over the country is not only an evidence of the latter's enterprise in preparing to supply their customers but of the excellent methods of distribution that underlie that part of the industry. The big, main channels for trade distribution are the jobbers, each reaching certain parts of the country and supplying the dealers with goods.

Instead of trading individually with a number of manufacturers, many dealers find many advantages in buying from the jobbers, who in many instances are their friends and advisers in trade matters. From the large stocks of the jobber the dealer is able to get the products of most of the accessory manufacturers all in one shipment instead of sending to each of the manufacturers separately, which results in a great economy of shipping charges and also simplifies credit matters and bookkeeping in a large degree. The frequent visits of the jobbers' salesmen enable the dealers to keep thoroughly in touch with trade conditions and news.

In addition to handling the goods offered by the standard manufacturers, many of the jobbers are enterprising enough to see gaps or needs that might otherwise be overlooked and to supply these needs with specialties that are not elsewhere available. Thus there are many articles on the market bearing the names or brands of jobbers, and in the case of the responsible houses the name is invariably an ample guarantee of the worth of the goods.

To take a catalog such as is issued by practically any one of the big jobbers and to consider not only the number but the enormous range of articles which is covers, with the infinitude of detail as to prices for varying sizes and the like, is to realize to some extent the magnitude of the business that passes through their hands.

Even to attempt to name all of the lines that are to be found in the regular stock of the average jobber would be an almost impossible task, such a list including as it would, rims, chains, sprockets, bells, handle bars, saddles, lamps, tires, cements, enamels, compounds, tools, spokes, grips, guards, lacings, pedals, balls, cones, graphite, lubricants, coaster brakes, hangers, cranks, repair outfits, stands, chain brushes, toe-clips, tape, and similar articles that are in daily demand. The great growth of the motorcycle end of the business has further added to the number of articles that must be carried by those jobbers who attempt to meet the requirements of motorcycle dealers. They must carry spark plugs, batteries, leggins, caps, coats, motorcycle lamps, gauntlets, valve lifters, belts, rubber grips, and a host of other specialties that have become identified with the motorcycle. Many of them are also distributors of bicycles for the manufacturers or market machines put forth under their own brands.

Of the jobbers who have long been identified with the bicycle and its accessories the list is an imposing one, including such firms as Geo. W. Nock, of Philedelphia, sometimes affectionately known as the "old Philadelphia house"; Jos. Strauss & Son, of Buffalo, N. Y.; J. L. Gibney & Bro., of Philadelphia; J. W. Grady & Co., of Worcester, Mass.; the Manufacturers' Supply Co., of Philadelphia; the Supplies Hardware Co., of Philadelphia; the Sidney B. Roby Co., of Rochester, N. Y., and Stevens & Co., the New York Sporting Goods Co., and the Wilson Trading Co., of New York. Many well known articles of bicycle use are fathered by some of these.

While not in any respect neglecting or relaxing their service to the bicycle trade, there are several jobbers who have also actively taken up the mater of supplying motorcycle equipment, accessories and supplies as well, such as F. A. Baker & Co., of New York, the E. J. Willis Co., of New York, the Excelsior Supply Co., of Chicago, and the New York Sporting Goods Co., of New York. The Excelsior Supply Co. also puts out a full line of its own bicycles, such as the Excelsior and Triumph models, and the Cantilever truss patterns. Further the company is also marketing its own motorcycle, styling it the Excelsior Auto-cycle, and a full line of Excelsior tires, such as the Perfection and Juvenile types. Similarly the New York Sporting Goods Co. is active in the complete bicycle field, being distributor for the D. & J. Hudson, and being responsible for the Linwood and the Nassau.

In the list of those catering especially to motorcycle dealers rather than to the bicycle trade may be named the Ovington Motor Co., of New York; the Motor Car Equipment Co., of New York; Charles E. Miller, of New York; F. B. Widmayer, of New York, and the Motorcycle Supply Co., of Hammondsport, N. Y. In addition to being the American agent for the celebrated F. N. motorcycles, the Ovington Motor Co. supplies the trade with a number of specialties imported from the other side, in addition to practically all of the standard goods made for motorcycle use by the American manufacturers. The importations include Ovico lamps and folding stands. Charles E. Miller also carries a full line of the standard American goods and features a number of imported novelties such as Brampton chains, the S. N. P. folding stand and the Ocypus stand. The latter is for floor use in show rooms and repair shops and has a trough-like section to receive the tire. The trough is in two sections, bolted in the center and when the motorcycle wheel is rolled into it, it comes up around the tire on both sides. The specialties of the Motor Car Equipment Co., supplementing the standard lines, feature acetylene lamps in novel forms, Blanchard horns, and imported spark plugs.

Where to Buy What You Want When You Want It

Ammeters.
Eldredge Electric Mfg. Co., Springfield, Mass.

Ball Retainers.
Star Ball Retainer Co., Lancaster, Pa.
Stevens & Co., New York, N. Y.

Bells.
Bevin Bros. Mfg. Co., East Hampton, Conn.
Mossberg Co., Frank, Attleboro, Mass.
New Departure Mfg. Co., Bristol, Conn.

Belt Idlers.
Eclipse Machine Co. Elmira, N. Y.

Bicycles.
Arnold, Schwinn & Co., Chicago, Ill.
Consolidated Mfg. Co., Toledo, Ohio.
Emblem Mfg. Co., Angola, N. Y.
Excelsior Supply Co., Chicago, Ill.
Gendron Wheel Co., Toledo Ohio.
Great Western Mfg. Co., La Porte, Ind.
Hudson Mfg. Co., Hudson, Mich.
Johnson Arms & Cycle Works, Iver, Fitchburg, Mass.
Light Mfg. & Foundry Co., Pottstown, Pa.
Miami Cycle & Mfg. Co., Middletown, O.
Pierce Cycle Co., Buffalo, N. Y.
Pope Mfg. Co., Hartford, Conn.
Reading Standard Co., Reading, Pa.

Bicycle Parts and Fittings.
Crosby Co., The, Buffalo, N. Y.
Eclipse Machine Co., Elmira, N. Y.
Keim Mills, Inc., Jno. R., Buffalo, N. Y.
Standard Welding Co., Cleveland, Ohio.
Worcester Pressed Steel Co., Worcester, Mass.

Bicycle Saddles.
Mesinger Mfg. Co., H. & F., New York, N. Y.
Persons Mfg. Co., Worcester, Mass.
Troxel Mfg. Co., Elyria, Ohio.
Wolverine Leather Goods Co., Detroit, Mich.

Bicycle Stands.
G. W. Cole, New York, N. Y.

Carburetters.
Heitger Carburetter Co., Indianapolis, Ind.
Speed Changing Pulley Co., Indianapolis, Ind.
Wheeler & Schebler, Indianapolis, Ind.

Chains.
Diamond Chain & Mfg. Co., Indianapolis, Ind.
Duckworth Chain & Mfg. Co., Springfield, Mass.
Hall Co., Chas. E., Buffalo, N. Y.
Morse Chain Co., Ithaca, N. Y.
Whitney Mfg. Co., Hartford, Conn.

Chain Guards.
Forsyth Mfg. Co., Buffalo, N. Y.

Coaster Brakes.
Aurora Automatic Machinery Co., Aurora, Ill.
Corbin Screw Corporation, New Britain, Conn.
Eclipse Machine Co., Elmira, N. Y.
Forsyth Mfg. Co., Buffalo, N. Y.
Harris Co., D. P., New York, N. Y.
Miami Cycle & Mfg. Co., Middletown, O.
New Departure Mfg. Co., Bristol, Conn.

Combination Screw Driver B. & S.
Billings & Spencer Co., Hartford, Conn.

Coils.
Motor Car Equipment Co., New York, N.Y.
Pfanstiehl Electric Laboratory, No. Chicago, Ill.
Pittsfield Spark Coil Co., Dalton, Mass.
Splitdorf, C. F., New York, N. Y.

Crank Hangers.
Consolidated Mfg. Co., Toledo, Ohio.
Gt. Western Mfg. Co., La Porte, Ind.
Keim Mills, Inc., Jno. R., Buffalo, N. Y.
Stevens & Co., New York, N. Y.

Cushion Forks.
Sager, J. H., Rochester, N. Y.

Cyclometers.
New Departure Mfg. Co., Bristol, Conn.

Gasolene Gauges.
Webster Mfg. Co., Boston, Mass.

Grips.
Peckham Co., O. T., Grand Rapids, Mich.
Peterlin, C. E., Grand Rapids, Mich.

Handle Bars.
Consolidated Mfg. Co., Toledo, Ohio.
Ideal Plating Co., Boston, Mass.
Kelly Handle Bar Co., Cleveland, Ohio.

Hubs.
Aurora Automatic Machinery Co., Aurora, Ill.
Corbin Screw Corporation, New Britain, Conn.
Eclipse Machine Co., Elmira, N. Y.
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Forsyth Mfg. Co., Buffalo, N. Y.
Persons Mfg. Co., Worcester, Mass.
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20th Century Mfg. Co., New York, N. Y.
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Gilbert Mfg. Co., New Haven, Conn.

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Widmayer, Frank B., New York, N. Y.

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Bretz Co., J. S., New York, N. Y.

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Crouch Motor Co., Stoneham, Mass.
Curtiss Mfg. Co., G. H., Hammondsport, N. Y.
Emblem Mfg. Co., Angola, N. Y.
Excelsior Supply Co., Chicago, Ill.
Fowler-Manson-Sherman Cycle Co., Chicago, Ill.
Harley-Davidson Motor Co., Milwaukee, Wis.
Hendee Mfg. Co., Springfield, Mass.
Hornecker Motor Mfg. Co., Geneseo, Ill.
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Minneapolis Motorcycle Co., Minneapolis, Minn.
Reading Standard Co., Reading Pa.
Royal Motor Works, Worcester, Mass.
Wagner Motorcycle Co., St. Paul, Minn.
Thiem Mfg. Co., Minneapolis, Minn.

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Excelsior Supply Co., Chicago, Ill.
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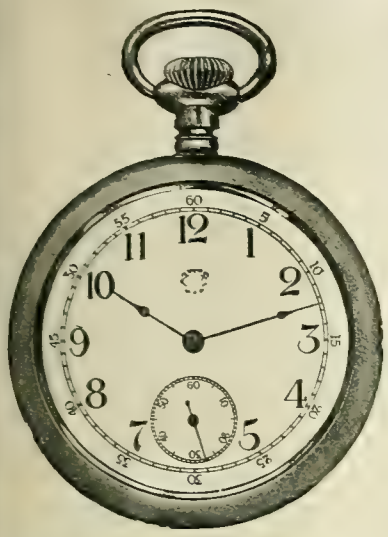
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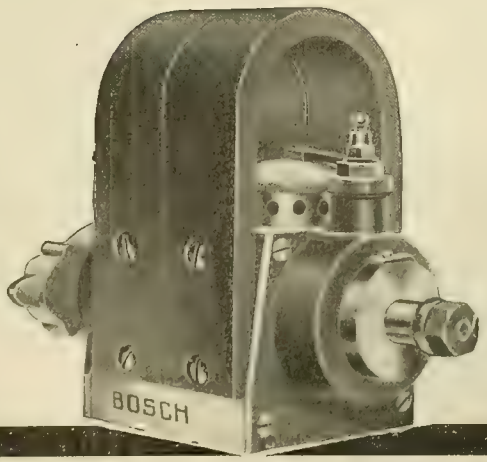
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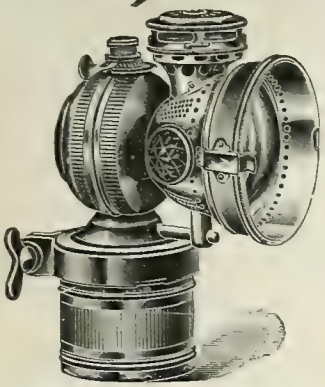
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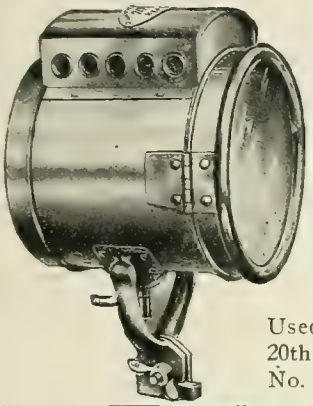
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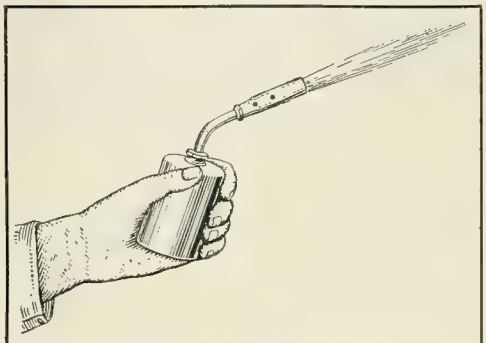
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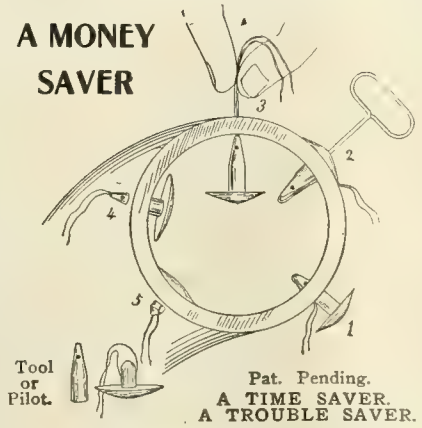
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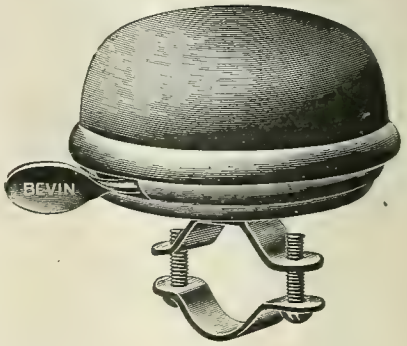
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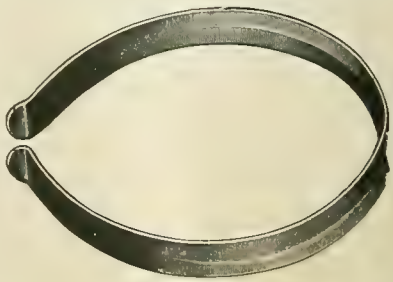
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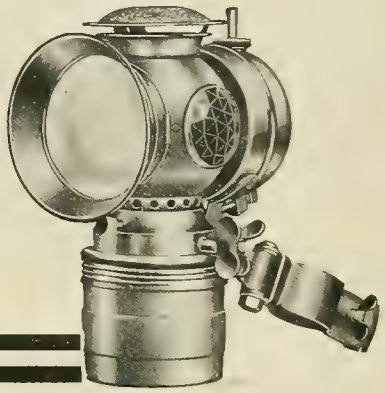
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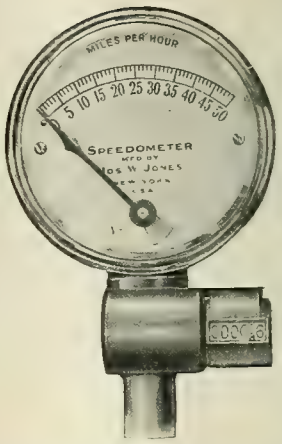
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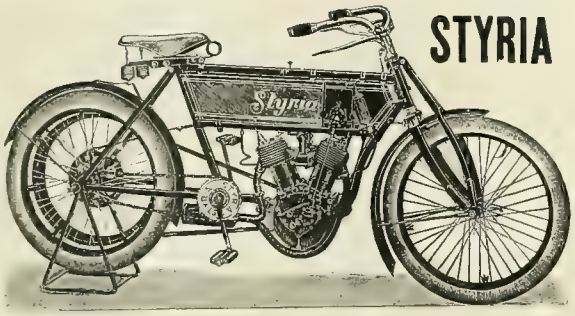
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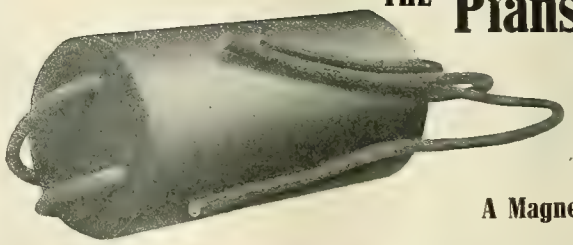


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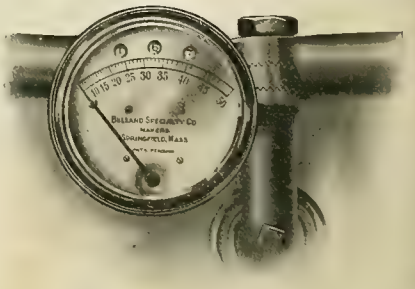


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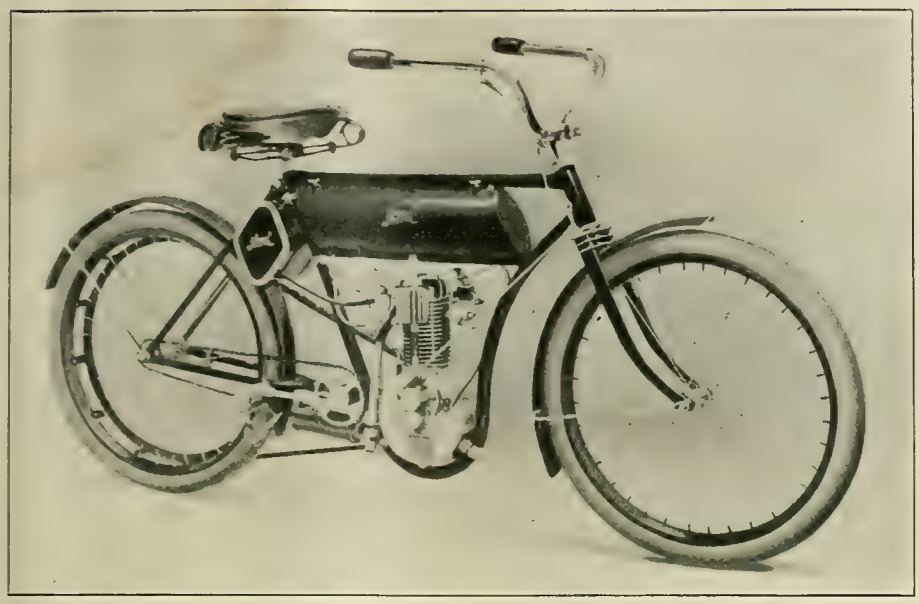
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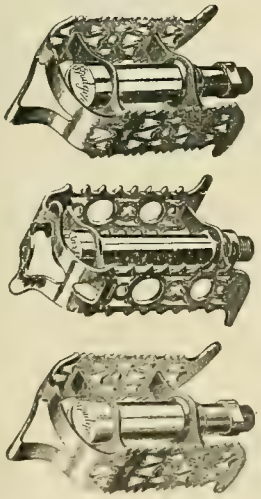
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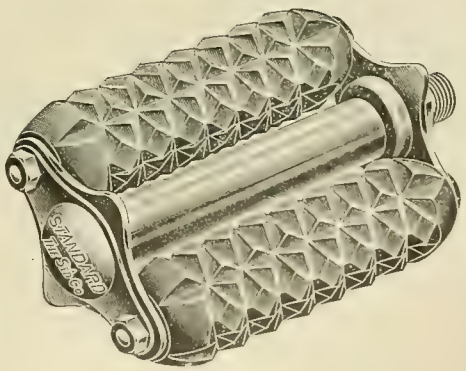
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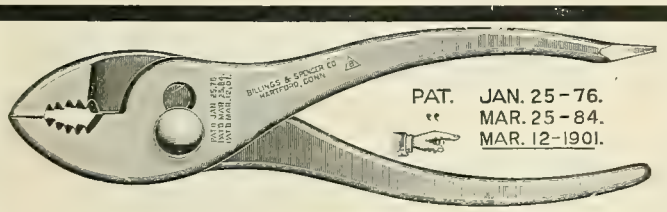
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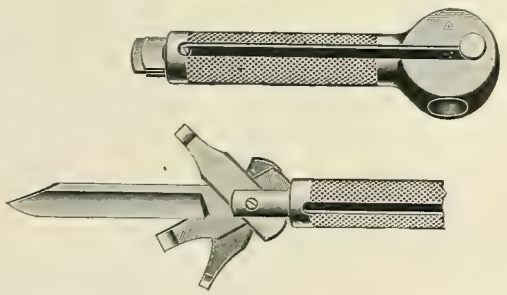
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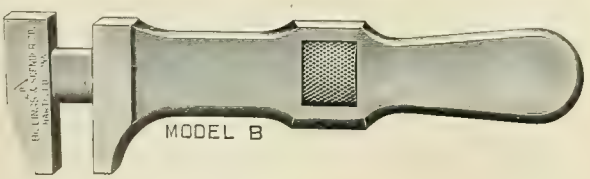
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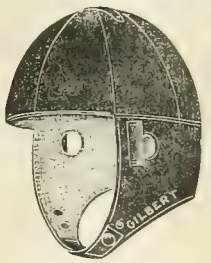
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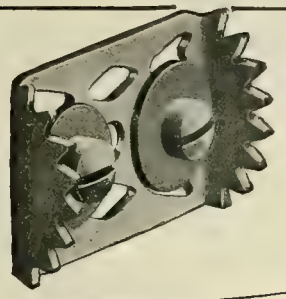
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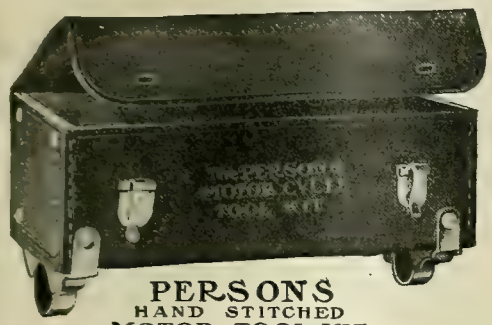
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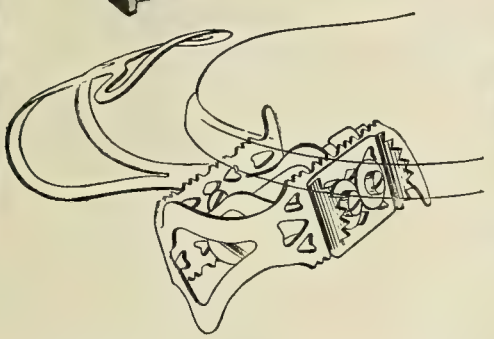
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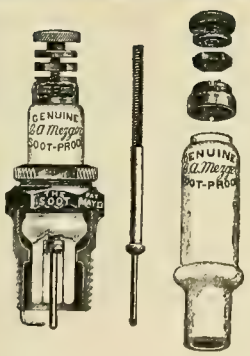
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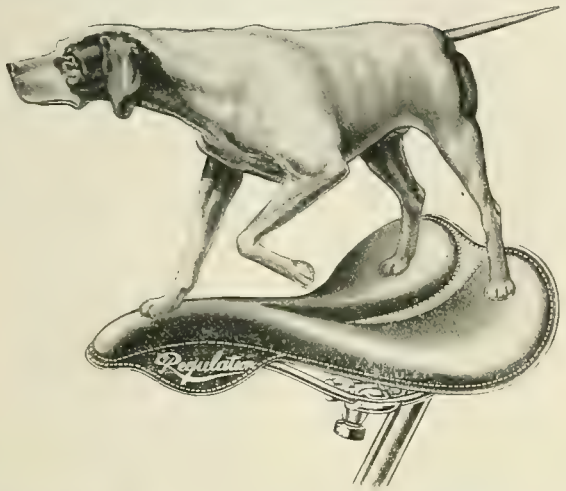
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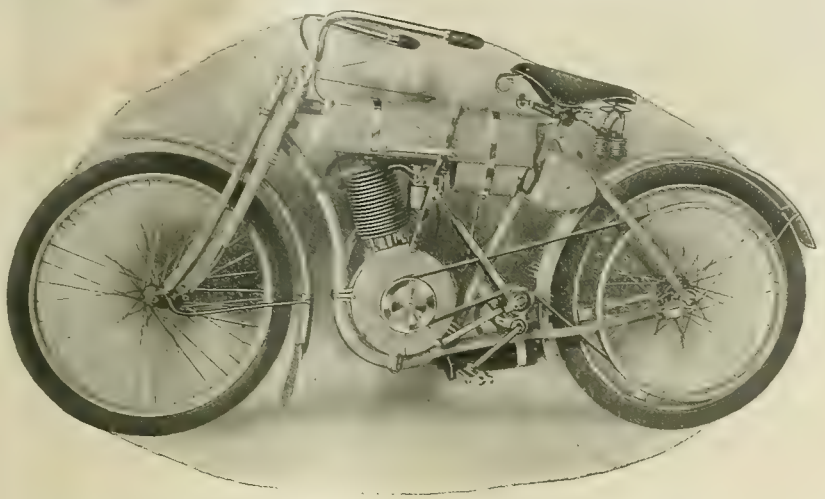
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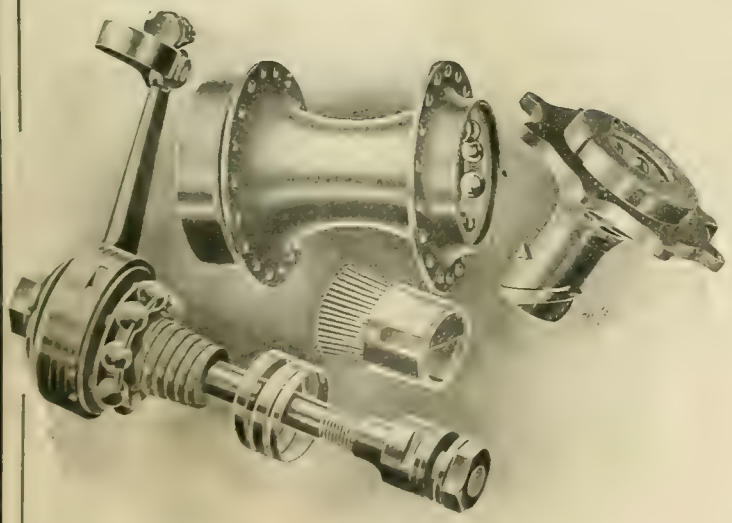
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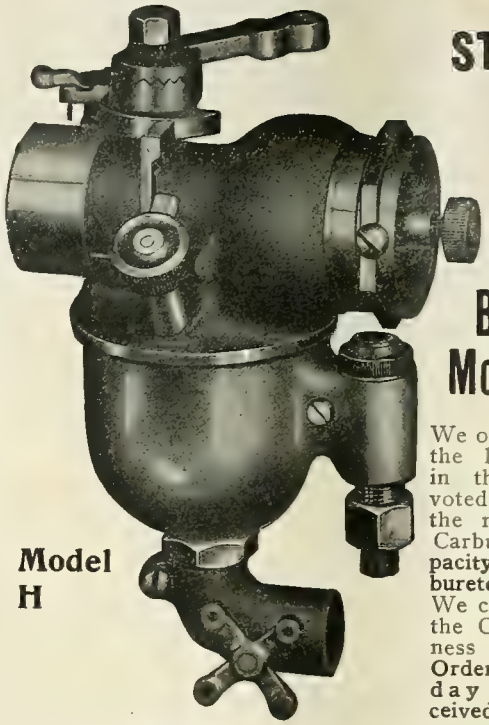
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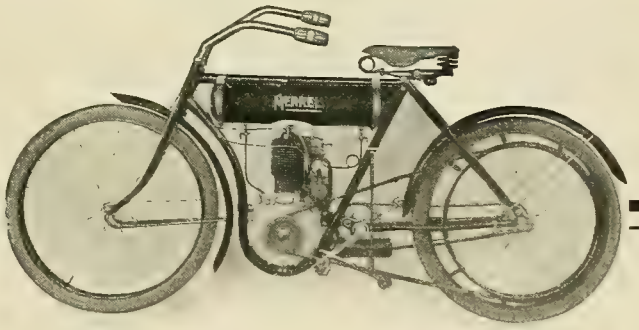
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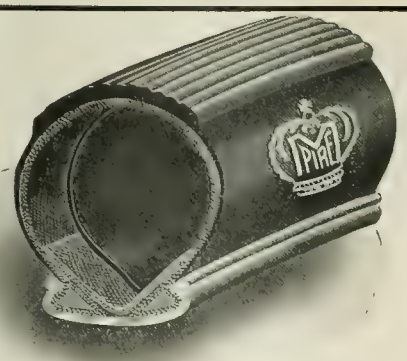
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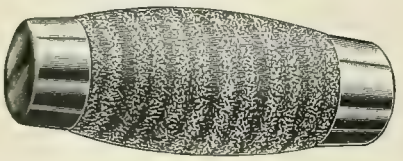
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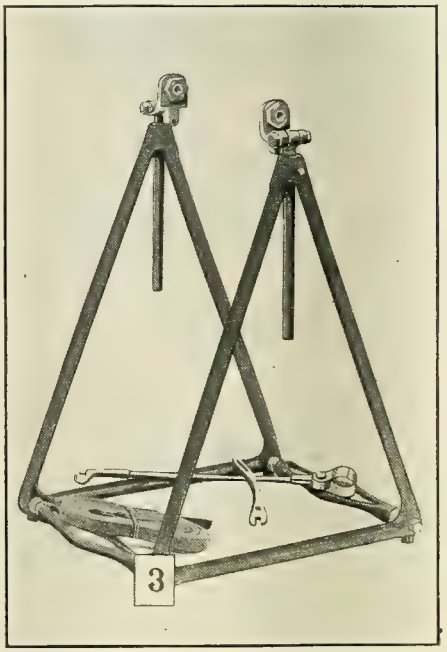
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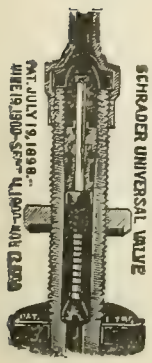
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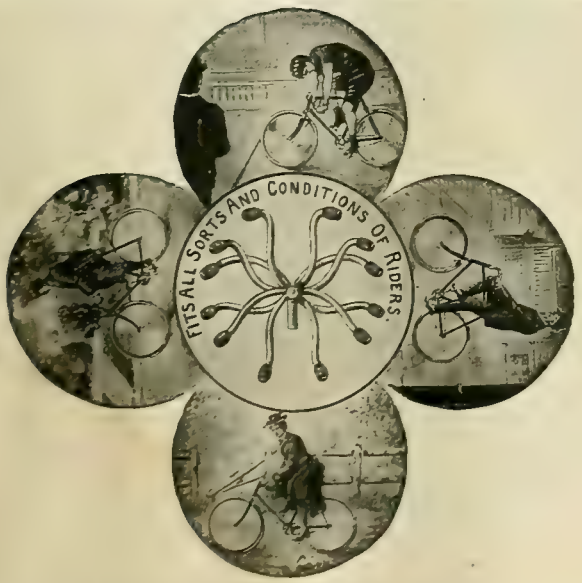
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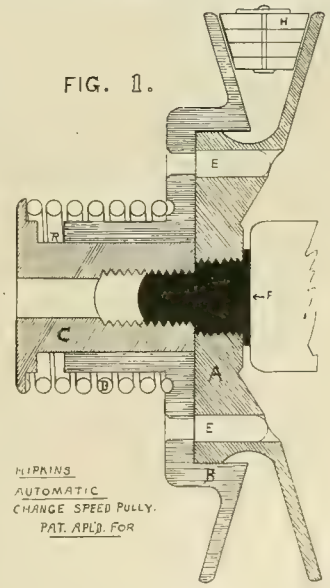
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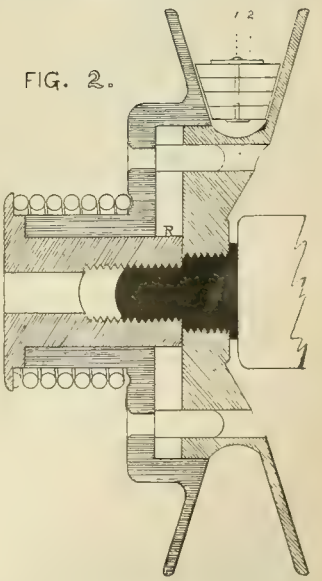


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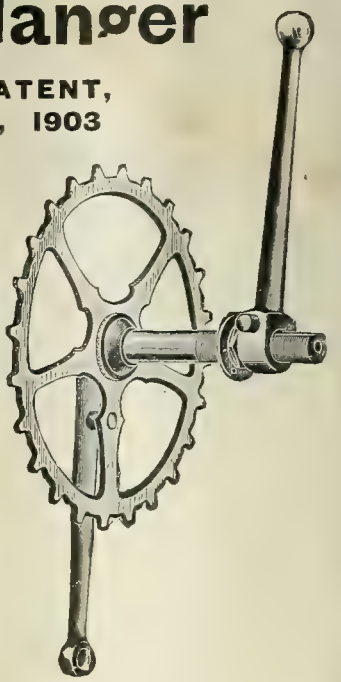
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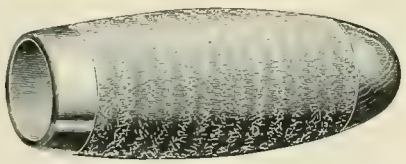
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But *they* don't know—and most *dealers* have forgotten—what tires to recommend as *thoroughly good* and *dependable.*

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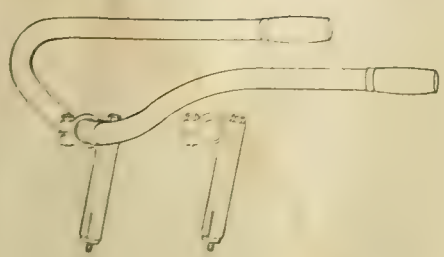
Boston, 261 Dartmouth St. Buffalo, 719 Main St. New York, 64th St. and Broadway Los Angeles, 932 S. Main St. Cleveland, 326 Frankfort Ave., N.W. St. Louis, 712-714 Morgan St. Chicago, 82-84 Michigan Ave. Pittsburg, 5988 Center Ave. Cincinnati, 317 E. Fifth St. Detroit, 251 Jefferson Ave. Philadelphia, 1404 Ridge Ave. San Francisco, 506 Golden Gate Ave. Denver, 220 Sixteenth St.

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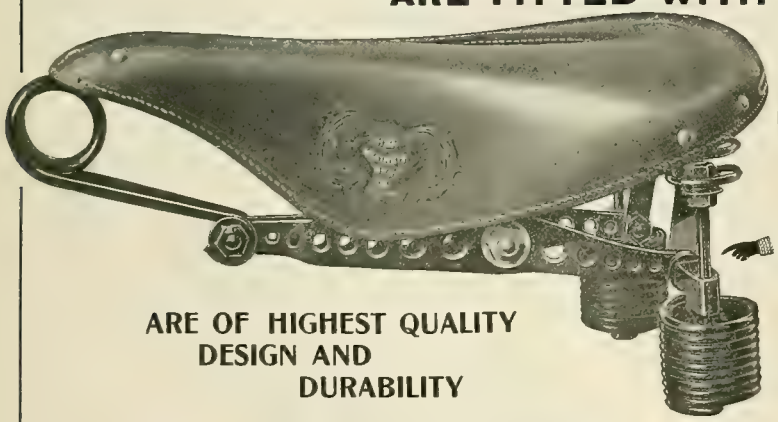
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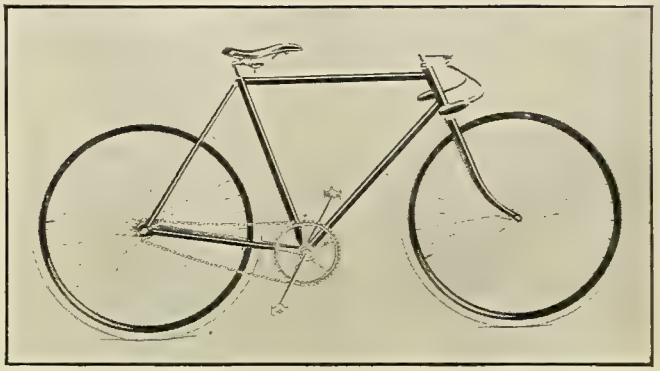
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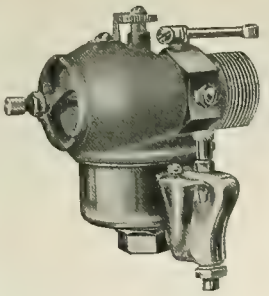
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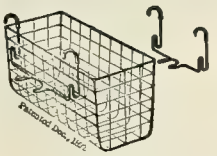
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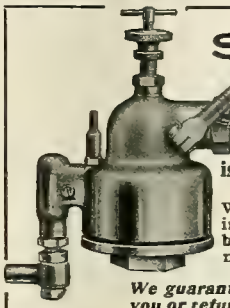
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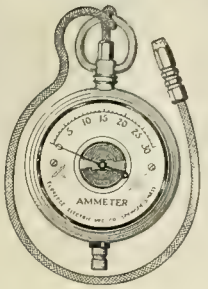
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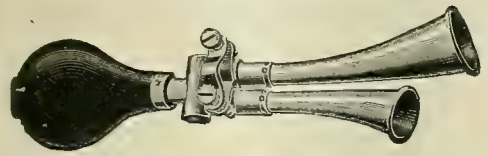


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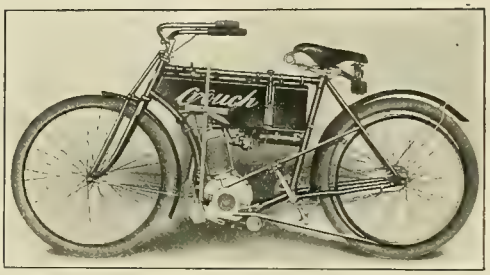


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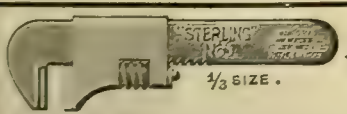
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We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

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If it was as easy to make good tires as it is to make picturesque and high sounding assertions, even the just-as-good tires selling for "next to nothing" would be as good as

Defender Special



New Oxford

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It is not possible to get a *good* tire for less than the price of a Kokomo tire. It is not possible to to pay more and get a better one.

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FIRST IN POPULARITY
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90 per cent. of the Bicycle Dealers sell it
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Over and Over Again

Poor old Galileo was persecuted because he taught and was equipped to prove that the world turns over and over again.

But times and men are different now. Facts are not denied—ears do not refuse to hear; but reasons and proof are invited and made welcome. This is the age of proof—of substantiation, so to speak—and it's the high-sounding talk of quality that goes begging unless the substance of worth is in evidence.

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It's worth good money to you to sell the only $25.00 bicycle with every part guaranteed.

Gendron Wheel Co.

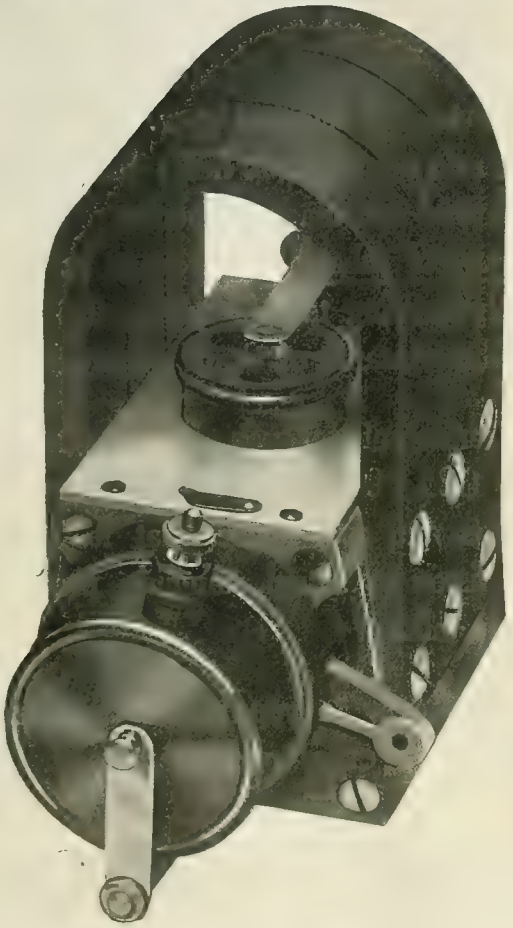
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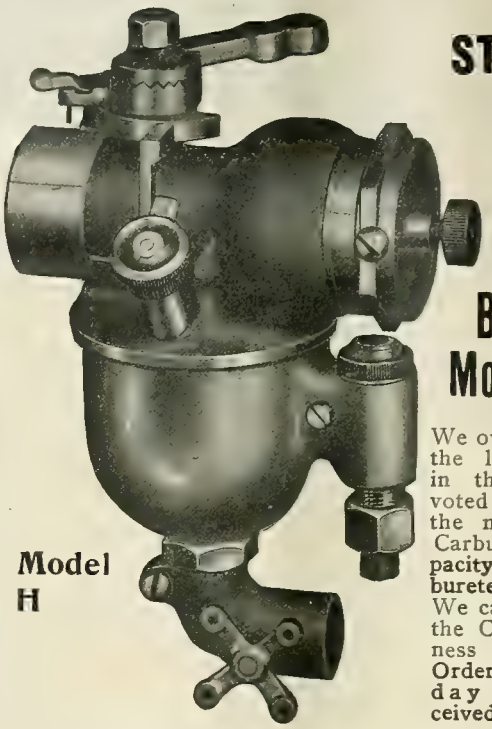
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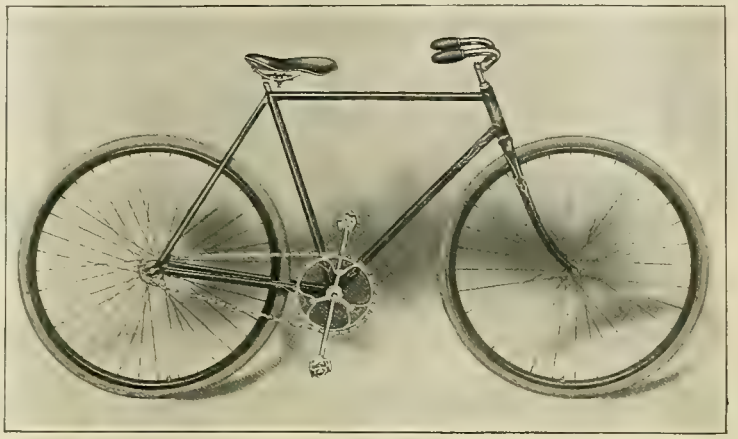
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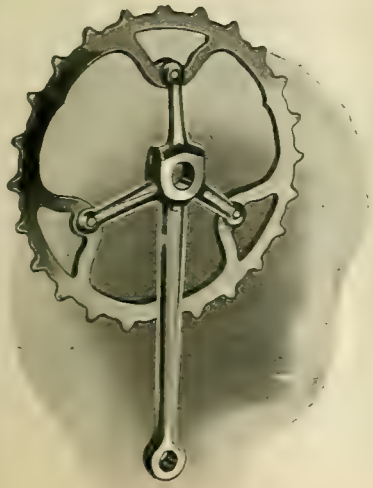
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If there is anyone who does not know why Ramblers are different (and also superior), write to us at once for information.









When you stop to think—you will find that the Rambler construction has never been imitated in cheap machines. There's a reason—it is very expensive construction, and the hollow fork crown, outside reinforcements, crank hanger construction, and other essentially Rambler features, can be made only in high-grade bicycles. G & J detachable tires are regular equipment on this machine.

Send for catalogue to the largest and oldest bicycle manufacturers in the country that we may refer you to the nearest dealer.

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Selected by the New York Police Dept.

¶ The entire order for bicycles to be used by the Police Dept. of the City of New York for 1908, was awarded to the Pierce Cycle Co. The decision being made on merits, not price.

¶ Every leading make of bicycle in America was offered.

¶ The Pierce Cycle Co. was given the contract not only because it showed the best points of construction and material but proved the easiest riding as well.

¶ The fact that "Pierce Cycles" required less effort to propel than any other bicycle was decided upon after the most severe tests by members of the force.

¶ Therefore, this make of bicycle is a money-maker for any agent.

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Buffalo, New York

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We manufacture the finest Motorcycle in the World for

$185.00

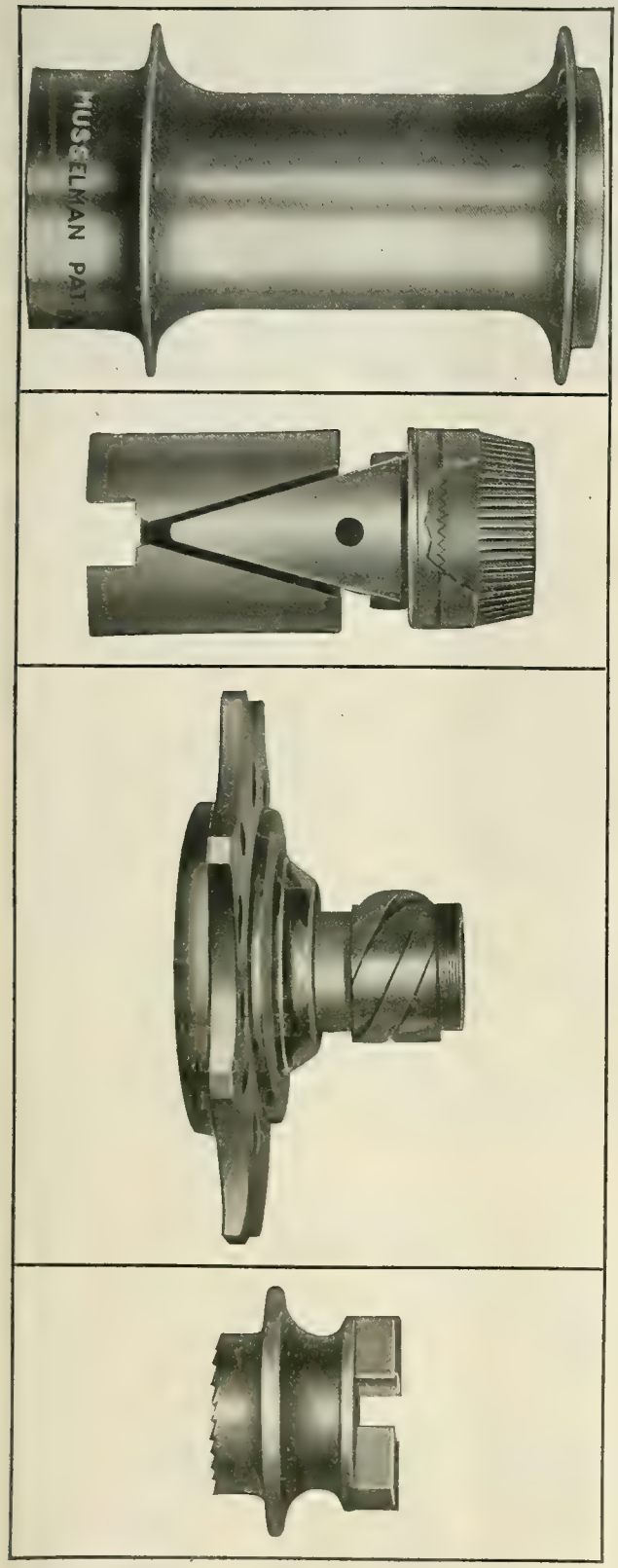
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THE LIGHT MFG. & FOUNDRY COMPANY

MOTORCYCLE DEPT.

FOURTH AND HANOVER STREETS, POTTSTOWN, PA.

"The Armless Wonder"



The Musselman Automatic Coaster Brake

THE NEWEST AND BEST

No Springs, Levers or Braces and no complicated parts to get out of order and cause trouble.

A side arm is absolutely unnecessary on the Musselman Brake and would be out of place.

Weighs only 25 ounces.

No larger than a rear barrel hub.

Only one half the parts that are generally used on a Coaster Brake are required and the Musselman Brake is so simple that a child can take it apart or put it together.

This is your opportunity, Mr. Dealer.

Musselman Coaster Brakes are fully guaranteed by us and it's a case of your money back if you do not find them just as represented.

The easiest selling Coaster Brake on the market.

Ask your jobber or write direct to us for free descriptive circular.

THE MIAMI CYCLE & MANUFACTURING COMPANY, MIDDLETOWN, OHIO

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, May 2, 1908 | No. 6

"TOUCHING" TALE OF JOHN JONES

He "Appoints" Agents and then Extracts Small "Loans" from Them—Swindler was Last Operating in Ohio.

If John J. Jones will make himself known to the Miami Cycle & Mfg. Co., at Middletown, Ohio, he will be accorded a reception which he likely will not forget for the remainder of his existence. Meanwhile any one of that name professing to represent the Miami company—or any other company for that matter—should be viewed with suspicion.

The Jones of many J's is described as a man of engaging appearance who wears a black moustache and who is possessed of "touching" ways. His game is to call on agents, representing himself as a traveling salesman for the Miami company. He has some sort of a contract which he signs and which he represents to be a Racycle agency contract. After thus "appointing" agents, he discovers that he is a "trifle short" of ready funds and of course he "touches" his new appointee for a loan of $10 or so, which he promises to return the next day when he can get a check cashed. The next day comes, but Jones never comes with it. For as a matter of fact, he is a fraud, pure and sibple. The Miami Cycle & Mfg. Co. have no salesman of the name Jones in their employ and say that none of their travelers find it necessary to borrow money when on the road. All of them carry credentials with which to easily and completely identify themselves should it be necessary. Among these credentials are telegraph pass cards, introductory letters from the mercantile agencies, complete outfits of stationery, etc., not to mention business cards and such other matter as is customary for salesmen to carry.

As it is not improbable that "Jones" may seek to pose as the representative of other manufacturers, cycle dealers generally had better beware of strange salesmen who suddenly find themselves in need of a loan. When last heard from the swindler was in Port Clinton, Ohio, where he relieved an obliging dealer of a ten dollar bill.

Miami Dealers Get Together.

Miami, Fla., which is one of the livliest bicycle towns in the South, now has a cycle dealers' association, eight of the dealers having met at J. W. Harper's store and perfected an organization with the following officeers: President, Charles Carroll; vice-president, J. W. Harper; secretary, W. A. Lofton; treasurer, Robert Briley.

A uniform scale of prices for rentals and repair work was adopted, and it was agreed to submit monthly a list of undesirable accounts to the association. The initiation fee was placed at $1, and the annual dues $4, payable in four quarterly instanments.

Armac to Direct Its Own Sales.

The firm of H. H. Thorp & Co., Chicago, which since the first of the year has had the exclusive selling agency for the Armac motorcycles has been dissolved and, as was previously the case, the Armac Motor Co. itself will conduct its selling department and deal directly with agents from the factory. L. C. Boardman, who was the "Co." of Thorp & Co., will have charge of the department and promises that a vigorous campaign will be pursued.

Toledo Concern in Trouble.

The National Cement and Rubber Co., Toledo, Ohio, is in the hands of a receiver. Ten years ago the concern was known from ocean to ocean and did an immense business in bicycle cement and rubber specialties, but during recent years its trade has shrunken sadly.

Saddle Maker Sales for Europe.

D. S. Troxel, head of the Troxel Mfg. Co., Elyria, Ohio, sailed this week for a combined business and pleasure trip abroad. He will be absent about four weeks.

KELLY QUITS THE CONTINENTAL

Veteran Tire Man Becomes President of a New Company—Bicycle Tires to be Principal Production.

Charles F. U. Kelly, than whom few men in the trade are better known or better liked, has resigned the sales management of the Continental Rubber Works, Erie, Pa., and after 16 years of service in the tire trade he finally has attained a position which will give practically free rein to his resourcefulness and tremendous energy. He has become president of the newly organized Lockport Rubber Works of Lockport, N. Y., which has been incorporated under New York laws with $300,000 capital.

The other officials are J. Edwin Davis, vice-president; H. M. Wood, secretary. Mr. Davis, who was at one time general manager of the Boston Woven Hose & Rubber Co., and who for several years past has been identified with the Continental concern, has had 24 years experience in the rubber industry, in both the executive and manufacturing departments. Experienced men for all other departments have been engaged and President Kelly promises that in about thirty days, when deliveries commence, the tire trade will have something to talk about.

The product of the company will include tires of every sort—for bicycles, motorcycles, automobiles and carriages. Hose, belting and a full line of mechanical rubber goods also will be manufactured. Bicycle and motorcycle tires and inner tubes will, however, claim most of the company's attention, the glitter of the automobile industry not having served to bedazzle Kelly at any time.

The factory at Lockport has more than 110,000 square feet of floor space, and is thoroughly equipped with new and modern machinery and appliances, and once in operation, it will be able to meet all calls.

POLICE BICYCLES AGAIN TANGLED

New York Authorities Pass the Lowest Bids and Protests Result—Warm Fight in Prospect.

The New York Police Department certainly is having its troubles in securing the bicycles that are needed to replace the antiquated Eagles which were bought last year from the so-called Manhattan Storage Co., payment of whose bill was blocked.

Despite the fact that this year specifications twice have been sent out, and bids received and opened on two occasions, the department seems to have made little progress toward acquiring the new goods. The situation badly is tangled. The Eagles procured from the Manhattan Storage Co. have not been paid for, nor will they be until the courts decide that the old has-beens met the official specifications.

A few weeks ago the department opened the latest bids submitted in response to the latest advertisement for new bicycles. The bids disclosed the Great Western Mfg. Co., as the lowest bidder, their price per wheel being 35 cents less than the price named for Racycles by the Miami Cycle & Mfg. Co., who in turn were $3 under the figures of the Pierce Cycle Co. The other bidders —there were eight in all—named higher prices. Before the contract was awarded, however, the wheels were dismantled by a committee of "police experts," who reported in favor of the Pierce.

The department accepted the committee's report and prepared to award the contract to the Pierce Cycle Co. But the manufacturers of the Racycle took exception to the action of the experts and have filed a protest with the comptroller against the award, asserting that they were willing to file a bond of from $10,000 to $50,000 in support of their claim that Racycles will be proven as good as any bicycles in existence by any board of really qualified experts. They also announced that they had retained counsel and are willing to spend the amount involved in the contract in fighting the award, which they claim should not be given to a higher bidder.

The Great Western Mfg. Co., whose bid was the lowest received, also have entered the fight and filed their protests with the comptroller against awarding the award of the contract.

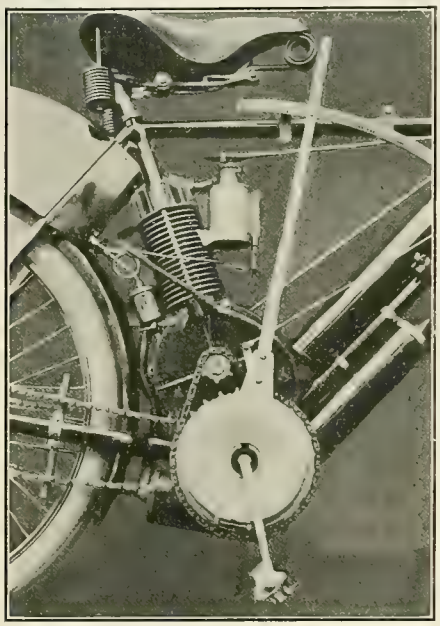
Here's the Free Engine Device.

In common with the growing demand for two-speed gears possessing the free engine feature, an increasing number of devices calculated to fulfill these purposes are finding their way into the American market. The most recent arrangement of the sort to appear is the invention of Bushnell & Cannon, 1268 E. Eightieth place, Cleveland, O. A particularly good feature of its construction is that it may be attached to any machine without requiring the alteration of any of its parts.

In the illustration the device is shown attached to a 2¼ horsepower chain driven motorcycle. The design is such as to permit of its being screwed to the counter shaft eccentric in place of the usual sprocket, the change not occuring more than an hour, and this without any alteration in the parts of the machine to which it is attached

The increase in width of the tread is so small as to be almost a negligible quantity so far as the comfort of the rider is concerned. The weight has been reduced to the minimum consistent with required strength of parts.

The gears and pinions are enclosed in an



oil tight drum, enabling them to be run in a bath of lubricating oil, thus doing away with the necessity of frequent oiling on the part of the rider.

The operation is by means of a single lever working in a quadrant; when in a forward position the machine travels at the speed normally obtained through the gearing of the sprockets, the reverse position throws in the low speed, which gives a reduction of 2 to 1, an intermediate position gives a free engine; all obtained by the use of a single lever, and that with but a simple forward and backward movement.

The device has been subjected to the severest road tests that could be devised, with the result that the steepest hills, no matter how rough or how deep the sand, are negotiated at a speed consistent with the rider's comfort and materiall lessening the wear and tear on the engine.

Racing Man Goes into Business.

Floyd Krebs, well known as a professional racing man, has become a business man. He has opened a motorcycle and tire agency at 39 William street, Newark, N. J. His brother, Franz, conducts a bicycle store on Springfield avenue, that city. His business will not prevent Krebs from racing.

KELLOGG ON SOUTHERN SITUATION

Motorcycle Missionary Who has Visited Unfruitful Fields Finds One Cause of the Unfruitfulness.

Stanley T. Kellogg, who for the past two months has been making a tour of the Atlantic and Southern tier of States in the interests of the Hendee Mfg. Co., visiting towns where a motorcycle salesman never had been seen before, is now working in Oklahoma. Despite the fact that it is a part of the country that has displayed only lukewarm interest in motorcycles, the sales being few and scattered, Kellogg reports that he is meeting with good success as a missionary, his position as a motorcycle champion combined with an unusually pleasant personality undoubtedly contributing to that result. In a personal note, he writes:

"Am meeting with excellent success and think that a great many people in this part of the country have more respect for the little motorcycle than they did. The chief trouble is that many people have bought cheap second hand machines of ancient vintage, and are judging the present machines by them. I have ridden, since starting out January 14th, 2,468 miles, most of this in demonstrating, although I did considerable cross country riding back in North and South Carolina, Georgia and Alabama."

Passing of a Motorcycle Pioneer.

Michel E. Werner, whose recent death at Monte Carlo has been reported this week, was one of the founders of the firm of Werner Frères, of Paris, one of the earliest makers of the motor bicycle, and sometimes claimed to be its originators. The Werners, who were of Russian extraction, commenced manufacturing regularly some ten or twelve years ago. One of the earliest types evolved was equipped with a 1 horsepower motor having outside fly wheels and hot tube ignition. The other partner in the original firm died several years ago.

Facilities for Chicago Motorcyclists.

E. L. Hess, the R-S agent in Chicago, has leased a commodious place at 605-7 North Clark street, near Lincoln Park, which he will operate as the North Shore Garage. He will carry not only motorcycles but motorcycle supplies and will keep the establishment apen day and night, not excepting Sundays.

Water Damages Georgia Jobbers.

As the result of the clogging of a drain pipe in the building at 21 South Forsythe street, Atlanta, Ga., last week, during a heavy rain, the occupants were flooded. One of the firms to suffer damage was that of Walthour & Hood, the well known bicycle jobbers.

BIG DROP IN MARCH EXPORTS

Figures for the Month Show Shrinkage of Nearly $100,000—Small Gains in Few Countries.

Conditions ruling the foreign market for American bicycles and parts during the month of March past, showed a continuation of the decline which has marked this branch of the industry for several months. The sum total of exports for the month amounted to only $68,142, as compared with $162,316, which was the total obtaining to the corresponding period of 1907. Some measure of retarding effect was brought about by improved business in 8 of the territorial groups, however.

This movement was led by British North America, which showed an increase in its appreciation of the American product to the extent of $3,428. Italy, British Australasia, Other West Indies and Bermuda, and the "Other Countries" group also figured to a greater or less extent in a similar way. Of the groups to which the general market depreciation must be ascribed more particularly, there are "Other Europe," with an aggregate falling away of $42,589, the United Kingdom, with $28,643, and France, with $13,416. Also prominent in the decline are Netherlands, Brazil, Argentina, and Japan.

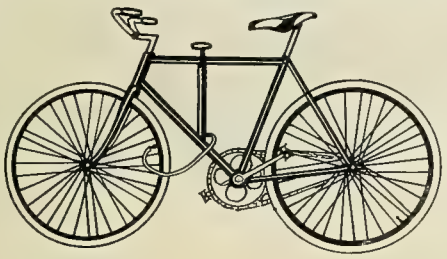
Considering the totals resulting from the exportation of the nine months ending March 31st, a depreciation of something less than $275,000 is to be observed, compared with the corresponding totals for 1907. During this period only five countries showed improvement. They are: British North America, with $16,841; British Australasia, with $11,356; Other West Indies and Bermuda, Cuba and Italy, the latter showing gains of $5,000, $4,500 and $3,600 respectively, in round numbers. The principal loss was in the case of the United Kingdom, which fell away $125,800, in round numbers, Other Europe, Japan and Netherlands followed with $108,800, $32,700 and $11,000, respectively. The record in detail follows:

Cycles and Parts of— Exported to—	March 1907	March 1908	Nine Months Ending March 1906	Nine Months Ending March 1907	Nine Months Ending March 1908
United Kingdom	$36,258	$7,615	$149,293	$203,739	$77,940
Belgium	2,805	2,860	18,842	20,697	18,976
France	13,511	95	30,798	24,340	21,572
Germany	4,032	2,240	73,725	27,130	20,148
Italy	2,406	4,085	28,411	17,968	21,646
Netherlands	7,955	1,491	119,699	31,278	20,242
Other Europe	50,121	7,532	177,844	168,725	59,920
British North America	5,407	8,835	35,186	26,805	43,646
Mexico	7,922	7,974	63,825	72,884	70,436
Cuba	4,376	3,046	28,399	27,442	31,878
Other West Indies and Bermuda	1,997	2,593	17,506	15,600	20,782
Argentina	1,879	110	12,627	14,434	10,187
Brazil	2,318	76	6,473	8,731	6,189
Other South America	1,881	422	12,855	15,967	10,035
Japan	11,218	9,750	145,760	110,868	78,150
British Australasia	6,757	7,751	73,807	62,529	73,885
Other Asia and Oceania	829	834	23,583	19,797	11,248
Other countries	644	833	8,981	8,952	6,347
Total	$162,316	$68,142	$1,027,614	$877,886	$603,227

Ingenious Application of a Pump.

Many times over it has been suggested that the interior of the tubing which forms the bicycle frame might be used to good advantage for storage purposes. There are several reasons why such a scheme could not be applied wisely in the ordinary sense. A novel idea which involves this principle, howver, but with the result of strengthening instead of weakening the frame, has recently been invented by a San Jose, Cal., genius who has devised this means of attaching a tire pump permanently to the machine.

Midway of the frame, which otherwise is of perfectly regular construction, a vertical tube is inserted, which serves as a truss



bar and also as the barrel of the pump. The top tube is pierced so that the plunger rod may pass through it, while the lower end of the tube is given a blind attachment to the bottom tube of the frame. By using a suitable length of hose, connection may be made to either front or rear tire.

The arrangement is the invention of M. C. Brooks, who has applied for a patent.

O'Neill Gives Evidence of Faith.

E. J. O'Neill, who for 11 years conducted a bicycle store in Bridgeport, Conn., has opened another establishment in that city which he believes is the best evidence of his faith in bicycles and that there is money to be made in their sale.

"The outlook is very, very good," he reports, and adds: "Instead of cycling being a thing of the past, it is a thing of the future. No doubt the business received a great shock, but it has recovered and today is more robust than ever."

In his new store, O'Neill handles Pierces and Tribunes; in his old one, Racycles and Iver Johnsons.

UNFAVORABLE FOR ALCOHOL FUEL

Recent Tests Indicate that It is Costly and Hardly Desirable—Wherein Gasolene is Superior.

There are not a few of those concerned with motorcycles who have looked forward to the use of alcohol as a possible substitute for gasolene, not simply as a more economical fuel, but also as a relief from the perplexities connected with insurance to which they are peculiarly subject. It would appear that these hopes are doomed to be dashed, or at least, to be destined to a period of non-fulfilment which at present seems to be of indefinite duration.

As a result of a series of exhaustive trials which have been carried out in the laboratories of a well known automobile manufacturer, the conclusion has been reached that there will be no immediate demand for the alcohol motor. It is said that the trials have shown that even if alcohal and gasolene could be purchased at the same price per gallon, the gasolene motor would be the more economical. In other words, with the two fuels at the same price, it would be cheaper to use gasolene. This is because there is a great deal more energy in a given amount of gasolene than there is in a given amount of alcohol, and up to date there is no way known by which the handicap of an alcohol motor can be overcome.

Another very serious drawback to the use of alcohol as against the use of gasolene was brought out in this connection. The motor can use practically any amount and not suffer. In the gasolene motor the "mixture" must be right or the motor does not work well. If the gasolene is used too freely and the "mixture" becomes too rich the operator knows it at once by the loss of power, etc. This is not true with alcohol. For example: If the alcohol motor was running at the rate of three miles to one gallon of alcohol and some little change in the adjustment or conditions caused the alcohol to be fed faster, the motor might consume a gallon to a mile and the operator would not know it.

Therefore, under all conditions known today the conclusion has been reached that there is no immediate future for the alcohol motor, but the maker in question expresses his conviction that it is of sufficient importance to merit further experimentng with the possibility that the problem of providing an available substitute for gasolene as fuel for the internal combustion motor can finally be solved.

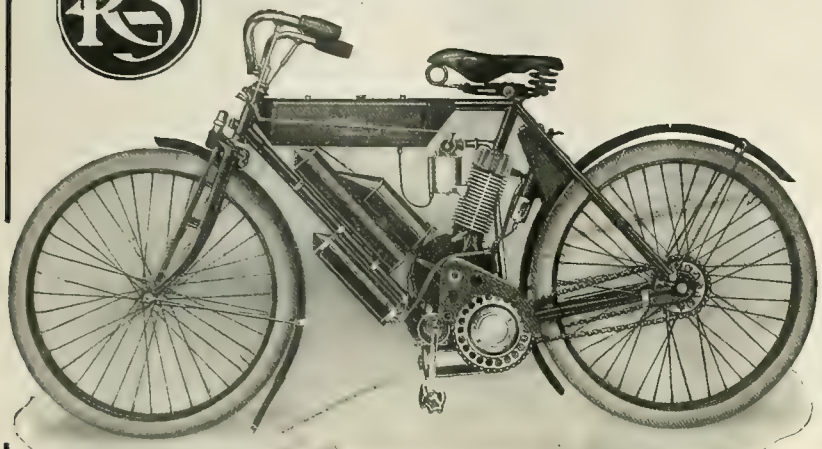
Eclipse Adds to Its Productions.

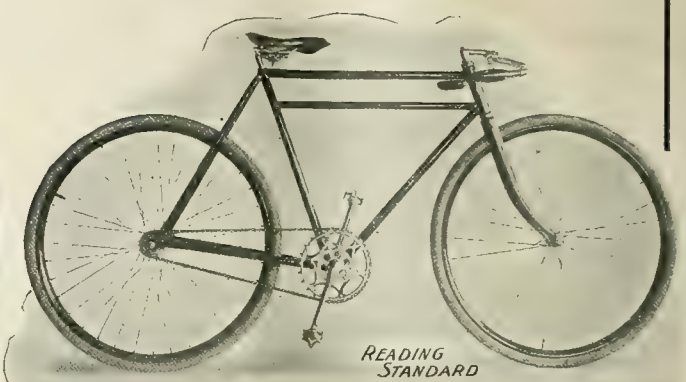
The Eclipse Machine Co., Elmira, N. Y., has added belt idlers for motorcycles to its productions. It is not generally known that the company also manufacturers complete head sets for not only bicycles but for motorcycles as well,

Why Not Follow the Most Direct Route to Success?

Try where you will, you cannot find the equals of

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No lines are so complete or so varied and none offer so many exclusive features of merit.

Our catalog will help prove it.

READING STANDARD COMPANY, - Reading, Pa

You may want more, but you can't get more value than is in



AJAX TIRES

If you don't already know all about Ajax Tires it is barely possible that they may furnish the reason for the "other fellow's" prosperity.

You can find out for a post-card or a two-cent stamp.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

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FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 2, 1908.

About the Spring Number.

Editor of the Bicycling World:

The Annual Spring Number of the Bicycling World received to-day is like the advance guard of pleasure and a copy of it should be in the hands of every rider and dealer in the United States.

Without any desire to throw bouquets, the writer believes that the Bicycling World, issued from week to week, is the best edited trade journal in America, and the dealer who doesn't subscribe for it has no more progressiveness than a saw horse.

The reading matter in the majority of trade journals is so pressed in between two columns of advertising that one has hard work to find it. Not so with the Bicycling World, which is always plethoric with everything pertaining to the game and its back files are an encyclopedia of the cycle from its creation, theoretically, mechanically and mathematically. There has never been a discussion relative to the use, sale or construction of a wheel that has not, or is not being threshed out in its columns.

If the Publicity Department of the National Association would invest part of its appropriation toward seeing to it that every bicycle dealer in the United States, Mexico, and Canada regularly received, read and exhibited to prospective riders a copy of the Bicycling World, they would stimulate and encourage the game a hundred times more than they have done in the past.

The Bicycling World has stood alone for years in boosting the game, which would have long since died without its constant weekly efforts, and whenever the Bicycling World ceases to exist, it's a safe bet that the bicycle business will be a thing of the past as a profitable business investment.

The writer is no longer in the business, and, therefore, feels free to express himself in deploring the fact that so many seemingly bright men of the trade are still so blind to their own interests as not to read and boost the only remaining exclusive weekly organ for promoting their business.

There are a half dozen of the old guard in this factory and the Bicycling World is passed around and read as regularly by each as if they were all still in the game. Our superintendent, Fred Bryant, was for years the manager and superintendent of the old Imperial, made by Ames & Frost, while there is no man in the game to-day as well known as was the president of this concern in the days when there were over 200 competing factories. At that time, even the factory workmen knew genial Harry Cassady, the man who had the goods to sell and sold them. He still keeps alive to the progress of the game by reading the Bicycling World.

We all join in congratulating you on your Annual Spring Number.

W. KENT THOMAS,
The Cassady-Fairbanks Mfg. Co., Chicago.

Mid-Summer Sales Worth Seeking.

Comparatively few dealers appreciate the amount of possible sales business which may be developed "in the good old summer time." One particular line in which considerable headway is to be made is in a direct attack upon the rising generation. The older and more confirmed cyclists are apt to place their orders in season to take delivery of their machines as soon as the good riding weather opens. The youngsters, on the other hand, and particularly those of school age, are not ready to begin riding to any great extent until the long vacation begins, as a rule, so that they do not figure as eligibles until the month of June.

It has long been the custom of fond parents to "hang up" some sort of prize or reward of merit for especial excellence in school work. A good many bicycles figure in this way, and latterly it is the case that not a few motorcycles also are finding their way out of the market under the same arrangement. Whatever charm the bicycle holds out to the children and youth, is equalled by the attraction of the motorcycle for the older "juveniles" who are just passing the boundaries of maturity. Their blood is young and virile, their persuasive powers are superabundant, and where their enthusiasm is once enlisted the outcome is almost certain to be to the advantage of the dealer.

It is impossible to lay too much stress on the importance of fostering the interests of what may be termed the growing class of cyclists. It is only by the introduction of of new blood and new life and vitality that the industry is to be kept alive, and only by getting at the hearts and lives of the youngsters that their enthusiasm is to be enrolled for the cause of cycling. The market for juveniles' and youth's machines is never to be neglected, but it is particularly well worth while to encourage it when the budding summer days and the unbarring of school doors awakes thousands of young hearts and releases thousands of strong little limbs to the enjoyment of nature's gifts. It is then that their enthusiasm gives them the ascendency over parental objection and makes them masters of their lives, and it is then that the sage dealer who has been plotting craftily for the "vacation trade" is enabled to reap his reward.

Meanwhile, the enterprising dealer who can hit on a plan to coax from attics and basements, the thousands of cobwebbed bicycles that so long have reposed in such places, will find a field for almost unlimited usefulness and profit. Many of the owners of these bicycles undoubtedly would ride again were the bicycles in ridable shape when the desire to answer the call of the road possesses them, as usually is the case each spring.

"Enclosed is my renewal for the Bicycling World for another year. After my experience with it I do not feel that I can afford to miss such an interesting publication, coming as it does each week fresh with all the news and matter of interest to cyclists and motorcyclists. It certainly is a valuable journal."—A. Schieferstein, Bayonne, N. J.

CORRESPONDENCE

Blowing Out Fires on Motorcycles.

Editor of the Bicycling World:

While perusing the Bicycling World, which I always do with great pleasure, I noticed an article on quenching fires on motorcycles. I have had quite a little experience in this matter, and would like to give you my views.

At two separate times, my Big Four caught on fire. Once I had removed the spark plugs and inserted gasolene in the tops of the cylinders in order to clean the engine. I knew that kerosene was much to be preferred for this purpose, but not having any handy, I used the next best thing. I got on the pedals so as to throw the liquid round and cut away the oil and dirt in the cylinders, but forgot to turn off my magneto. A spark jumped from one of the wires to the frame of the machine, and in a second, the whole machine was a blaze. I got off, threw the machine over on its side, and getting very close indeed to the engine, succeeded in blowing the flames out after the most strenuous efforts.

On the last run of the New York Motorcycle Club, I noticed three or four of the fellows just ahead of me get off their machines very suddenly, and concentrate their attentions on their machines lying on the ground. When I came up I found them throwing sand on engine and carburetter in a vail attempt to put out the fire. I called out to them to concentrate their efforts and to blow with all their might at the base of the flame. There were three of us blowing, and we succeeded in thirty seconds in putting the fire out. I can testify by experience that by getting very close to the flames themselves, and blowing at their base, is about the best and quickest method of putting out a motorcycle when it is on fire.

The third time a machine caught on fire, blowing was of no advantage, as the flames mounted to the tank, and two gallons of gasolene went up. Incidentally my store went up with it, and what the fire did not wreck, the fire department succeeded in wrecking.

I hope that this bit of advice may be the means of saving some brother motorcyclist when the combustion of his gasolene takes place outside of his cylinders.

EARLE L. OVINGTON, New York.

Hapgood's Sidelight on English Machines.

Editor of the Bicycling World:

Your reply to the "old, old question," in your issue of the 18th, is probably as nearly correct as could be made under the circumstances; but why not supplement it with a few general and pertinent remarks on the foreign machines referred to?

For instance, we all know that the people across the water are conservative, to say the least. Years ago they acquired the habit of using the belt drive on motorcycles; how, it matters little at this late day, and they are loath to change to chain drive although the chain drive of to-day is by no means the thing it was ten years ago.

Let us take a definite case: In England the belt drive has been used for a dozen or more years, during which experiments have been made with every possible form of belt, constructed in every conceivable way and of all sorts of material, and yet to-day English riders are crying as insistently as ever for the "perfect" belt, and a reliable belt fastener. Any one can read this in most any issue of the leading English motorcycle paper.

In contrast with this we see in the same publication a practically unanimous acceptance of the chain as the only practical and satisfactory drive for tri-cars, "especially in bad weather," but why this satisfactory method of driving tri-cars would not be as satisfactory on motor bicycles they do not attempt to explain. They accept many things in England like the oriental—"It is fate."

A few side lights like the above might, with advantage, often be thrown on the doings of foreign makers and riders.

W. F. HAPGOOD, Springfield, Mass.

Pioneership in Motorcycle Construction.

Editor of the Bicycling World:

At the time Colonel Pope was starting the first bicycle factory in this country, the pastime of bicycle riding had gained such popularity abroad that already large factories with ample capital and facilities had been turning out annually thousands of bicycles, for home consumption and the export trade.

What is true as regards priority of manufacture and use of bicycles is equally true when applied to manufacture and use of motorcycles and automobiles, I think. Inventors and manufacturers in this country have thus had the benefit of the experience of the foreign makers and been enabled to start at an advanced stage, instead of at the bottom. It must be admitted that we have threshed out about every problem in design and construction that has been worthy of the foreign makers attention, with the result that we arrive at practically the same conclusion as regards what is good practise. But our methods and devices to attain these ends are somewhat dissimilar. I cannot see wherein we have been pioneers in motorcycle construction in even a small way. We are just beginning to experiment with spring forks and magneto ignition and have not attempted free engine or two speed gears (excepting Harley-Davidson) and seem to be waiting for the foreign makers to try these devices out and by actually putting these on the foreign market for a year or two, show us that such things are feasable, and to what extent they are so. Not every reader of this

(Continued on Page 267)

COMING EVENTS

May 3, Valley Stream, N. Y.—International Cycle Association's first annual 10-miles road handicap; open.

May 3, Camden, N. J.—Stroud Wheelmen's fourth annual 60-miles road race to Atlantic City; open.

May 10, Newark, N. J.—Opening Newark Velodrome saucer track.

May 10, Brooklyn, N. Y.—New York Motorcycle Club's annual spring run; 100 miles, to Patchogue and return, and 200 miles to Southampton and return; open.

May 10, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 10 miles handicap road race; open.

May 17, Brooklyn, N. Y.—New York State Division's (C. R. C. of A.) 12th annual spring century run to Hicksville and return; open.

May 17, Belleville, Ill.—Bicycle and motorcycle race meet at Priester's park.

May 30, Boston, Mass.—Race meet at Revere Beach saucer track.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Millburn road race; open.

May 30, Denver, Col.—Ten miles open handicap road race over Mountview boulevard.

May 31, San Jose, Cal.—California Associated Cyclists' annual 100 miles relay team race.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

September 20, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 100 miles record run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"

ARRANGE YOUR VACATION

so that it will include the

F. A. M. ANNUAL MEET,

NEW YORK, JULY 1, 2, 3, and 4, 1908.

Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

For information, address F. W. Horenburger, 2001 Tribune Bldg., New York.

LIVELY RACING AT CHARITY MEET

Lawson's and Kramer's Generosity a Rebuke to Non-Participating Riders—Chelsea Relief Fund Benefited.

When it comes to giving charity a hand, bicycle riders are, it must be confessed, somewhat slower to come to the front than are the followers of some other branches of sport. For instance, last Saturday night, 25th ult., at the Park Square indoor track, Boston, a benefit was held for the Chelsea fire sufferers, and although there were a number of riders in Boston at the time not all of them were generous enough to ride for nothing. In order that all due credit may be given to those riders who did ride with no prizes in sight, their names are herewith given. Particular credit should be given to Iver Lawson and Frank L. Kramer, who went from New York to Boston especially to ride at this meet. The other professionals who took part were Walter Bardgett, of Buffalo; James F. Moran and Hugh MacLean, of Chelsea; N. M. Anderson, of Denmark; Albert Champion and Dennis Connolly, of Boston. The amateur riders who offered their services were Hill, Cameron, the Connolly brothers, Droback, Helander, McPartland, Stoughton, and Stillman.

The card consisted of two professional events, one amateur race and two motor paced exhibitions, besides several races between roller skaters, and although there were no prizes in sight the men rode as hard as in any race that has been held on the indoor track this winter. The meet netted $511.66, which will be turned into the relief fund for the sufferers in the recent Chelsea fire.

The trump card was the five mile open for professionals, all the above named riders starting. The race was killing from the mile. In the final scrimmage Walter Bardgett beat Moran by less than a foot, with Hugh MacLean a close third.

The quarter mile record trials resulted in a tie between Bardgett and Kramer. It was not expected that the record of 23⅘ seconds would be broken, as the Park Square track is not very fast, so that the time of 25⅖ made by Bardgett and Kramer is very good. Moran, Lawson and Anderson covered the distance in 25⅗ seconds.

Hugh MacLean and Albert Champion each rode mile exhibitions behind pace, the little Frenchman scoring the fastest ten laps. His time was 1:38, and MacLean's 1:42-[illegible]

George Cameron gave a pretty exhibition of sprinting when he beat Tom Connolly by a half length in the five miles open for amateurs. Droback was third and C. Connolly finished fourth. The summaries:

Five mile open, professional—Won by Walter Bardgett, Buffalo; second, James F. Moran, Chelsea; third, Hugh MacLean, Chelsea. Time, 12:31⅖.

Five miles open, amateur—Won by George Cameron; second, Tom Connolly; third, Peter Droback; fourth, C. Connolly. Time, 12:33⅗.

One mile motor-paced exhibition—By Hugh MacLean, Chelsea. Time, 1:42⅖.

One mile motor-paced exhibition—By Albert Champion, Boston. Time, 1:38.

One-quarter mile record trials—Kramer, 25⅖; Bardgett, 25⅖; Lawson, 25⅗; Moran, 25⅗; Anderson, 25⅗.

Welsh Captures Crescents' Road Race.

The opening gun of a strenuous summer's campaign was fired by the Crescent Bicycle Club, of Baltimore, last Sunday, 26th ult., when the first road race of the season was held. It was, however, open only to club members. Frederick Welsh, who last year won the French mileage contest, won both place and time honors, covering the twelve miles in 37 minutes. He had a handicap of two minutes.

The race furnished an interesting spectacle for the large crowds that went out to the Shell Road triangle to witness it. The Crescents were assisted in the management by the Carroll Cyclers, who attended in one of the largest club runs held by any club in Baltimore in many years. The race demonstrated that two of the younger members of the Crescents—Welsh and Taylor—are developing into crack riders.

Robert Louis Stevenson Shanklin, the Monumental City's six miles record holder, covered the first lap in record time, but was seized with a cramp and quit. Rochester and Brunner had mishaps, while Baker, another fast man, was prevented from entering, due to a badly sprained arm.

After winning the race Welsh took his fellow members home and treated them to a chicken dinner, such as only Marylanders know how to cook. The summary:

1	Fred Welsh	2:00	37:00
2	T. S. Taylor	2:00	37:45
3	Carl Robertson	7:00	42:00
4	W. Oliver	7:00	42:30
5	G. E. Towson	scratch	38:45
6	Leo Schlimme	3:00	45:30

Also ran—Robert L. Shanklin, Harry Brunner, W. W. Shaw, William H. Bush and Frederick Smith.

"Zimmy" to Return as a Referee.

Arthur A. Zimmerman, probably the greatest man who ever straddled a bicycle, has been asked to referee a 48-hours amateur bicycle race which Monroe Wyckoff intends holding in Manasquan, N. J., May 28-30. Just what the 48 hours race will be like, Chairman Kelsey, of the National Cycling Association, to whom sanction was applied for, could not say. Although he has not taken any active part in racing for years "Zimmy" still loves racing and has ridden his bicycle regularly since he retired. He owns a hotel at Point Pleasant, just across the river from Manasquan, where his father also is a hotel proprietor.

GETTING IN SHAPE AT VAILSBURG

New Saucer Track Rapidly Nearing Completion—Attractive Program for the Opening Meet on May 10.

Talked about for two years, the new saucer track to replace the historic four-lap Vailsburg track at Newark, N. J., is now a thing of the present, and not a dream of the future. Carpenters finished the work of surfacing the track this week, and the seating arrangements will be completed next week in time for the opening meet, Sunday afternoon, May 10th.

With the demolition of the old Vailsburg board track, as it was called, went its name. The new saucer will be known as the Newark Velodrome. As has been told in the Bicycling World the new saucer measures six laps to the mile, and if the statements of several professional riders who have seen it are to be believed, it will prove the fastest track in America.

The Newark Velodrome is the most expensive track of its kind ever built. The stretches of most other tracks larger than eight laps are laid with boards. The new saucer is, however, constructed throughout with 1x2 inch Oregon fir strips, laid on edge. A running board six feet wide will prevent the riders from falling on the ground in case they slip off the track proper.

The new track is due to the efforts of James F. Moran, Nat Butler and L. W. Bowen, who, from their experience in Boston, have seen that bicycle racing is as popular with the public now as it ever was. Moran, Butler and Bowen have furnished the money for Jack Prince to build the track. In his zealousness to make the new Newark Velodrome the finest track in the country Prince somewhat exceeded his original estimates. The track is, without doubt, the best monument Prince ever built to himself.

Until the weather becomes warmer the promoters will content themselves with one meet a week, that on Sunday afternoon, but during the summer it is planned to hold a meet on Wednesday night also. L. W. Bowen will be the actual manager of the track, asc both Moran and Butled will ride.

The building of the Newark track has stimulated racing interest in the East to such an extent that a circuit, such as existed some five years ago, seems probable. If the riders will remain in the East, P. T. Powers will build a track in Madison Square Garden, New York City, and hold meets from about the middle of June until the last of August. In addition, Powers promises the riders to hold two meets at Monmouth Park, Ausbury Park, N. J., where many memorable races took place several years ago. Jack Prince says he is sure that he will build a new eight lap coliseum at Baltimore, and with Revere Beach running and possibly a new track at

Springfield, Mass., the riders will have more than enough riding to keep them busy.

The opening meet at the Newark Velodrome will be held Sunday afternoon, May 10th, and an attractive card has been made for the curtain raiser. It consists of a third of a mile novice, with medals valued at $20, $10 and $5; a one mile miss and out and a two miles handicap for the amateurs, with three prizes in each, valued at $30, $20 and $10. The miss and out race ought to be a feature as it will be run in heats.

For the professionals two events have been listed, a half mile open and a three miles handicap, with $243 in cash prizes. There is a large field of professionals already training on the track, including Frank Kramer, Iver Lawson, Hugh MacLean, E. F. Root, W. L. Mitten, George Wiley, N. M. Anderson, Bob Lake, Floyd Krebs, Edward Rupprecht, William Canfield, Marcel Dupuis, John Peters, Nat Butler, James F. Moran and Alfred Ashurst. Walter Bardgett and Joe Fogler are in the East, but they have not yet signed to ride. They will be at the opening meet in all probability, but whether they will remain at Newark or go to Salt Lake City is something even they do not know at this time.

W. S. Fenn, for many years the "handicap king," is preparing to get back in the game and will begin training at once, and efforts will be made to bring over several European sprinters. John Stol, winner with Walter Rutt, this week was cabled to come over, and it is likely that Rutt will follow. Overtures have been made to Rutt, but the German has not accepted the terms as yet. It is stated in a French paper, however, that Rutt is making plans to come to America.

Motorcycle racing will also be a feature at Newark, a five miles "helter skelter", open for professional motorcyclists, being included as a special feature of the first meet. It is to be hoped there will be no casualties.

Manager Bowen hopes to make a feature of amateur racing and is planning to run a "motorcycle handicap" if the amateurs show sufficient interest to make it worth while. It has been a long time since a motorcycle has been offered as first prize in an amateur track race, and the even should attract riders from all parts of the country. The second prize will be a bicycle and the third prize probably a suit of clothes. It is planned to hold this event either the third or fourth Sunday after the opening.

Touring over Adventurous Route.

An unusual bicycle tour, which probably will furnish a full measure of adventure, has been undertaken by J. T. Carter who proposes riding from Capetown to Yokohoma. He will travel by road all the way; going through Africa and Asia.

After leaving Capetown, Carter was first heard of at Bulawayo, where he arrived on March 7th, from which place to Fort Jameson, a distance of about 2,300 miles, he rode over the railroad tires.

STUBBS NEARLY THE WHOLE SHOW

Rides Rings Around "Anglo-French Champion" at Birmingham Motorcycle Meet —House the Other Winner.

Thomas Clements, who styles himself "champion of England and France," was no match for Robert Stubbs, when they met in their match races which featured the Birmingham Motorcycle Club's race meet at the fair grounds track, Birmingham, Ala., Monday afternoon last, 27th inst. The Englishman, or whatever he is, had not a chance in the world against Stubbs. He made a pitiable showing, and apparently had never ridden on a track before, as he plainly showed he was afraid of the unbanked curves. Stubbs showed up in great form covering five miles in 5.30⅘, 10 miles in 11:32, and 15 miles in 16:47⅗. The Alabaman rode a two-cylinder Indian, while the so-called "champion" of England, France, or some other place, was astride an English machine of twice the horse power.

The meet which had been postponed from Saturday on account of rain produced some fine racing, marked by close finishes. A large crowd witnessed the meet despite its being held on Monday. Perhaps the most exciting event was the five miles match between Richard Gayle and Ernest W. House. The two riders ran neck and neck for nearly the entire distance, House winning at the tape by only a few feet.

In his races against Stubbs, Clements "fell down" completely. In the five miles match Stubbs finished 1⅛ miles in front of the Englishman, and in the ten miles match Clements's machine broke down in the third lap. Stubbs finished alone in 11:32. The 15 miles match was equally disappointing. Clements managed to drag out ten laps during which time Stubbs managed to lap him three times.

Five miles for singles not exceeding 2¼ horsepower—Won by E. W. House; second, Richard Gayle; third, Mathis. Time, 6:27⅗.

Five miles handicap—Won by Robert Stubbs; second, E. W. House; third, Richard Gayle; fourth, Meager; fifth Rodenbeck. Time, 6:11⅗.

Ten miles handicap—Won by Robert Stubbs; second, E. W. House; third, Richard Gayle; fourth, Meager; fifth, Rodenbeck. Time, 6:11⅗.

Ten miles handicap—Won by Robert Stubbs; second, Richard Gayle; third, Meager; fourth, E. W. House. Time, 12:17⅗.

Five miles match between Richard Stubbs and Thomas Clements—Won by Stubbs. Time, 5:30⅘.

One mile against time—By Robert Stubbs. Time, 1:03.

Five miles match between Richard Galye and E. W. House—Won by House. Time, 7:35.

Ten miles match between Stubbs and Clements—Won by Stubbs. Time, 11:32.

Fifteen miles match between Stubbs and Clements—Won by Stubbs. Time, 16:47⅗. Stubbs's time for ninth mile was 1:02.

John Chisnal's Life Saving Ride.

Emulating the example of the man who rode down the Johnstown valley, warning the people of the coming of the flood, John Chisnal of Newcastle, Pa., rode his bicycle down the mountainside one day last week and at the risk of breaking his own neck warned the drivers of several teams which were climbing the grade that a runaway wagon load of hay was careering down entirely beyond the control of the driver. By a happy chance he succeeded in beating the runaway and accomplished his mission, thereby saving a number of lives, in all probability. Both horses attached to the hay wagon were killed when the load upset at a turn, and the driver narrowly escaped, thanks to the cushioning effect of the hay.

Riders Who are First Rate Bowlers.

There are five men in Omaha who can bowl as well as they can ride bicycles. They compose the bowling team maintained by the Omaha Bicycle Co. In a league tournament just closed, which lasted through the winter, the Omaha Bicyclists won the pennant. After the first two or three games they took the lead and were never headed. One of the features of the tournament was that a bicycle was offered to the man rilling the highest individual average. This went to Philip Walenz of the Walter G. Clarke team.

Canfield Doing Energetic Work for Tigers.

Although a professional, William Canfield is an energetic club worker. He recently was elected captain of the Tiger Wheelmen of New York City, and one of his first acts has been to make an effort to revive night runs around the streets of New York. The first run will be held next Wednesday night, starting from the club's headquarters at 782 Eighth avenue, at 8.30 o'clock, the destination being to Grant's tomb. Thereafter a run will be held every Wednesday night. All riders are invited to accompany the Tigers.

Oneida to have a Mile Track.

Although small the town of Oneida is on the map of New York State. According to avdices from there the young men of Oneida intend to hire the old fair grounds property, repair the track and hold bicycle races there during the coming season.

Pacifics now San Francisco Motorcyclists.

The Pacific Motorcycle Club has changed its name to the San Francisco Motorcyclists. The club has a 300 miles endurance contest on the tapis for May 30th, and also expects to hold a big race meet, overtures having been made for one of the F. A. M. national championships.

WESTERNERS PLAN BIG PROJECT

New Blood Added to F. A. M. District Quickly Produces Effect—New York-Chicago Tour is Programmed.

Although the constitution and bylaws of the Federation of American Motorcyclists divides the country into four districts, each governed by a vice-president, and provides a form of self government that leaves nothing to be desired, it is an unfortunate truth that few of the vice-presidents that have served during the past five years have fully risen to the occasion. Some of them have been little more than mere title holders, while none have fully organized their districts. It is now probable that at least one of the districts—the Western—presided over by Irving R. Hall, as vice-president, and who has been one of the real workers, will point the way for the other districts.

Mr. Hall has now taken all the reins in hand and his first step toward thorough organization has been the appointment of I. F. Alofsin, of Chicago, as district secretary. Alofsin was one of the chief workers in the movement to organize a Western Motorcycle Union, which, while not antagonistic to the Federation of American Motorcyclists, would have served to conflict with the organized work of the district. As soon as he discovered the self-governing privileges accorded the districts by the Federation of American Motorcyclists, Alofsin, together with the other sponsors of the movement, promptly abandoned it and joined forces with Vice-President Hall in the consummation of an organized government for the Western District.

The first fruit of the new life given the Western District will take the form of one of the most ambitious undertakings ever arranged for motorcycles, namely a touring contest from New York to Chicago. It is planned to start the contest from New York City on July 6th, immediately after the conclusion of the annual F. A. M. national meet in New York, and have it end in Chicago on July 16. The contest will be followed by a two days' race meet in Chicago, at which the Western championships will be decided.

To work out the details Vice-President Hall appointed Alofsin chairman of a touring committee, the other members of which are John T. Fisher, Chicago; John R. Ball, Milwaukee, Wis.; W. E. Rheutan, Aurora, Ill.; John S. Woodworth, Chicago; Edward A. Thiem, of Minneapolis. Alofsin has been appointed a committee of one to draft a set of tentative rules to be ratified by the committee if satisfactory, and he is at present working upon these rules.

As a further step toward organization Vice-President Hall has announced the appointment of John R. Ball, of Milwaukee, as State representative for Wisconsin, and E. A. Thiem, of Minneapolis, to serve in a similar capacity for Minnesota. Other State representatives will be appointed at an early date.

Capitol's New Club and New Tags.

Due to the energy of Thomas C. Wansleben, the National Capitol Motorcycle Club has been formed in Washington with the following officers: President, M. E. Mangold; vice-president, R. W. Dewey; secretary-treasurer, T. O. Wansleben; captain, George W. Bealle; lieutenant, J. F. M. Bowie.

The new club hopes to do something to relieve the license situation that exists in the District of Columbia. About a year ago the law makers decided that motorcycles must be decorated with signboard license plates the same as automobiles, and now they are going to issue new license tags, a little smaller than the old ones, but still large enough to be seen a mile away. The "rub" comes when the motorcyclists have to pay $2 for the new tags and lose the dollar they had to pay for the old ones, so that it costs $3 to operate a motorcycle in the District as against $1 for an automobile. The new motorcycle tags are distinguishable from the automobile tags in color, the former being red and the automobile tags black.

Advises Motorcycles for Clergymen.

The State, as represented by letter carriers, policemen and the employes of public service corporations, having demonstrated the practicability and usefulness of the motor bicycle, the Church is now giving serious consideration to the question of doing likewise.

At the recent conference of the New England Methodist Church, reld in Worcester, Mass., the problems of rural church life and the country church came up for extended discussion. The presiding elder, Dr. W. G. Richardson, of Springfield, Mass., spoke of the difficulties encountered by the younger clergy in keeping in touch with those of their parishioners whose habitations were far apart and far from the church, and he strongly advocated the use of motorcycles for the purpose.

Indiana Club Leases Quarters.

The Indiana Motorcycle Club finally has become possessed of club rooms, located at 119 West Maryland street, Indianapolis. The club, which has grown considerably since it was founded a year ago, is planning two race meets, to be held May 30th and July 4th.

Scranton Motorcyclists Organize.

With seventeen members as a nucleus, the Scranton (Pa.) Motorcycle Club was formed last week. The officers are: President, Joseph S. Woelkers; vice-president, H. Bronton; secretary-treasurer, J. Rawlins; captain, Henry Beilman.

WANTS IDEAS FOR F. A. M. MEET

Morton has Plenty Enlivening Ones of His Own, but Seeks More—His Breezy Bid for Them.

If those who attend the F. A. M. meet in New York, July 1 to 4, do not have occasion to remember it, it scarcely will be the fault of R. S. Morton, chairman of the Meet Club's entertainment committee. Morton and his colleagues have had their heads together several times, and the fund of ideas that has resulted assures a surprise and a grin at every turn, even if but half of them are brought to bear. Some of them are of a nature that would be spoiled by diagram or description, or even intimation. Morton, however, is still on the hunt for more ideas. He is not wholly sure that the New York idea of a "good time" may be shared by visitors. Accordingly he has drawn on the members outside of New York for suggestions. He wants to know what will afford them the most pleasure. His endeavor to extract the information is in itself of real interest and gives a clue to the spirit that is animating his committee: In his letter he says:

"If you are not already aware of it, I feel sure you will be glad to learn that the F. A. M. national meet of 1908 will be held in New York City under the auspices of this Club. It will occupy the days of July 1st, 2d, 3rd, and 4th, with a hang-over into the 5th. We ask you to underline those dates on your calendar right now. The competitive events, including the championships, will, of course, form a part of the program; but it is the special desire of the club and the particular work of the entertainment committee to plan a program that will provide a fine, large, joyful time for those who have no desire to compete, as well as for those who find much of their enjoyment in the strenuosity of competition.

"As the chairman of that committee, I am seeking ideas, and I ask your help. We want you with us. We want all your motorcycle acquaintances with us. We want you to make a great effort and to so lay your plans that you will be with us. The more of you the merrier. We want to give you all a good time—a time that you will remember for a long, long while afterward. What we now desire to obtain is your ideas of a good time. That is the help I ask of you.

"We, who live in New York 365 days of the year—some years 366 days—may be a trifle too used to its attractions. Won't you tell us, therefore, just what would give you the most pleasure on an occasion of this sort. What would you like to see? Where would you like to go? What would you like to do? Don't be modest in making reply. Anything you may say will be appreciated mightily.

"Be a good fellow and take the trouble to drop us a few lines, giving us your ideas. We have some notions of our own and when we match them with yours, we ought to be able to lay out a program of the yum-yum sort, and one that will make you forget that you ever had a pain, a puncture or a short circuit. We mean to try awfully hard to do it; I can promise you that much. And, by the way, the Chairman of our Publication committee confided to me the other day that the souvenir program itself will be a "scrumptious" affair. But please don't let him know that I told you so. It won't be the only souvenir worth keeping—there will be others.

"But for my sake, and the sake of the entertainment committee, please don't fail to drop me those 'few lines' just as soon as you can find time to do so.

"We are going to furnish an entertainment while you are with us that will make you sit up and take notice. So do not be bashful about what you want in the way of eating, drinking, sight-seeing and entertainment. We do the paying—you the laughing. So write to-day what is laying closest to your heart."

When Cyclists and Motorcyclists Meet.

Despite the assurance from police headquarters that no bicycles are stolen nowadays, an incident occurred in New York Saturday night last to disprove this. Louis Albers, manager of an uptown hotel, left his new bicycle standing on the sidewalk while he went into the hotel.

When Albers came out his machine was gone and he saw two young men each pedaling a bicycle down St. Nicholas avenue. One of the riders was making fast time on the stolen wheel.

Alberts hailed a passing automobile, jumped into it and the chauffeur broke the speed limit chasing the thief and his pacemaker into Central Park at the 110th street entrance.

The bicyclists ran their wheels upon the foot walk around the Harlem Mere and Albers, jumping from the car, threw himself upon the man who had his bicycle, while the chauffeur ran to look for a policeman.

Both bicyclists attacked Albers and tried to throw him into the lake. They broke his nose, closed one eye and knocked out two of his teeth. Albert yelled and Policeman Brawley, who returned with the chauffeur, clubbed the man's assailants into submission.

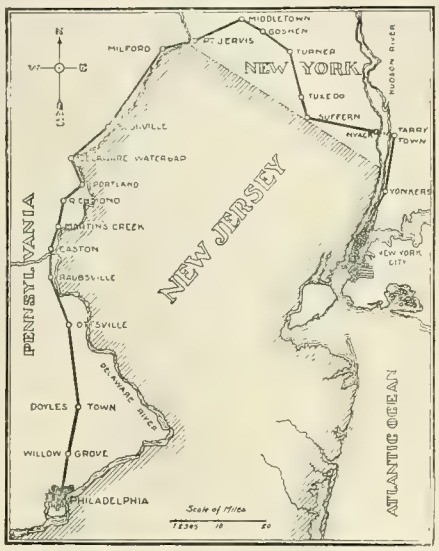
In the Harlem Police Court the man who took Alber's bicycle gave his name as Harry Winley of 1701 First avenue, and his comrade said he was Albert Ferguson, 27 years old, of 433 East Eighty-fourth street. Magistrate Kernochan held them in $1,000 each for larceny and assault. Albers returned home and went to bed.

Care and Repair of Motorcycles; 64 pages, 25 cents. Bicycling World Co., 154 Nassau St., New York.

HOW TO GET AROUND NEW JERSEY

Picturesque Route Discovered that Avoids State of Fees and "Passports"—but Which Enters Another One.

The fruits of New Jersey's amended automobile law drawn by the carpetbag senator of that State, already are beginning to ripen. The Federation of American Motorcyclists have formally decided to abandon the plan of including New Jersey in the itinerary of its endurance contest. No good reason seems to exist why visiting motorcyclists should be required to pay $2 for the privilege of a one day's ride in a



State which many of them will never enter again.

Another immediate result of the law has been the discovery of a route from New York City to Philadelphia, which entirely avoids New Jersey. While this discovery will be the means of saving money for automobilists of both New York and Pennsylvania and for motorcyclists of the latter State also, it does not benefit the New York motorcyclist who would have to pay $3 for a Pennsylvania license and only $2 for "admission fees" and "passports" to New Jersey. To automobilists the saving is considerable as New Jersey now demands from $5 to $19 as an automobile tax. While the new route makes a longer trip, it is far more picturesque than the route through New Jersey, and affords a two days' tour worth taking.

The credit for the discovery belongs to that indefatigable tourist, R. H. Johnston, who started the pathfinding trip with the intention of avoiding the roads in the robber State. He describes his "voyage of discovery" as follows:

"Leaving New York in our 30 horsepower White steamer, we first proceeded to Tarrytown. Here we were ferried across to Nyack on the opposite shore of the Hudson. The ferry runs on practically an hourly schedule, the fare for car and passengers being $1. From Nyack we continued almost due west to Suffern, and then, turning north, we continued up the beautiful Ramapo valley, passing through Tuxedo and Southfield to Turner. Here we turned from the main north-and-south route and struck out toward the west. We made quick time through Chester and Goshen to Middletown where, turning to the southwest, we traveled via Otisville and Huguenot to Port Jervis. Much to our surprise, we found the roads up to this point almost perfect.

"At Port Jervis we crossed the toll bridge over the Delaware River and entered the State of Pennsylvania. Then commenced our ride down the valley of the Delaware. On one side of the road rise towering cliffs, strongly suggestive of the Palisades and doubtless of the same geologic origin. Far on the left, on the other side of the river, may be seen the hills of inhospitable New Jersey. The scenery is as fine as can be found anywhere within a day's ride of New York, barring, of course, the Hudson River scenery.

"We spent the night at Milford, 104 miles from New York, and the next morning continued down the valley. Thirty-three miles below Milford we came to the Delaware WaterGap, where we lingered for an hour or so enjoying the beauty of this great natural curiosity. Fives miles below 'The Gap,' at the town of Portland, the road leaves the river and then come ten miles of road where we found the first waterbreaks seen on the trip. At Martin's Creek, the road again comes back to the river's edge, and there is a fine eight mile stretch of macadam to Easton, and this river road continues another twelve miles south of Easton. Then the road bears inland and thereafter we did not again see the Delaware. After leaving the river, the scenery becomes rather uninteresting and the road is of varying character. But as one nears Doylestown the good roads begin again, and a fine macadam highway led up through Hatsboro, Willow Grove and Jenkinstown, and then along the York road into North Broad street, Philadelphia.

"We had started only with the purpose of finding a good route to Philadelphia which would not pass through New Jersey. Not only had we fully succeeded in this task, but also we had found as interesting a two-day tour out of New York City as the most exacting tourist could ask for. On the entire 225-mile trip, we found only about 30 miles of poor roads."

Book Full of Motorcycle Interest.

By far the handsomest little booklet dealing with motorcycle tires that ever has been printed just has been issued by the G & J Tire Co., Indianapolis. It is not only a treat for the eye, but is useful as well. It contains a resume of the earliest motorcycles, hints on the care of motorcycles, and a convenient table of the principal records.

HOME GARAGE FOR A MOTORCYCLE

Suggestions for Its Construction—Conveniences for Making Repairs and Storing Parts and Supplies.

Comparatively few motorcyclists are put to any trouble in arranging a suitable place to keep their machines. The city dweller has always his basement storeroom, the country dweller his barn. For both classes there are constantly increasing numbers of garages where storage and repairs may be had at terms which are not exorbitant, while the possibility of obtaining storage in quarters not otherwise intended for the purpose offers still another means of disposing of the machine when not in use. At the same time, the owner who has a house of his own in the country or suburban locality, generally inclines toward a separate building for the motorcycle, unless he has a stable or out building of some sort which is well suited to the purpose, and for such, it may be said that a neat and thoroughly appropriate little building may be constructed at comparatively slight cost.

In fact the construction of the building itself need not be considered of as much moment as its subsequent equipment, on which not a little thought and ingenuity may be expended with good results. Primarily, a plain shed might be made to serve the purpose, with a work bench as a convenient accessory. But if perfect satisfaction is to be obtained, and particularly if the owner is so placed as to be obliged or inclined to do most of his own repairing, it is well to design the equipment with definite regard to convenience in carrying out the work.

In the construction of small motor houses intended for the accommodation of automobiles, it is customary to provide either a pit over which the car may be placed when repairs to its underworks are under way, or else an elevated track upon which it can be run for the same purpose. The motorcycle, fortunately, does not require any such provision. But at the same time the owner will find it a considerable addition to his comfort when working over the mount if means is provided for elevating it above the floor while repairs are in progress.

Such an arrangement may take the form of a raised trough wide enough to receive the tires and elevated some 18 inches above the floor, substantially mounted, and reached by a short incline up which the machine may be wheeled. In addition to this, provision must be made for supporting the machine when in place, which most naturally comprises a couple of suspended hooks which may be attached to the frame. If not convenient to make such an affair permanent, it may be mounted on stout trestles in such a way that it can be moved about from place to place. In this event, also, the arrangement for suspending the frame may be located near the bench and directly in front of it, where it will be convenient to use when the machine is taken apart and the larger sections are being worked over individually.

The bench, which must be considered a most important part of the shop furniture, must be solidly constructed, permanently placed, if possible, and must be located where there is plenty of light and as much room as is available. In a small building constructed for the purpose, the bench may be permanently built into place along one entire wall. It should have a faceboard for the top made of hard wood, should be equipped with a good, strong bench vise, and should have one or more large drawers for tools and supplies, while the wall back of it may be utilized for racks in which tools may be kept.

It is of the utmost importance that such replacements and supplies as are kept on hand be stored in an orderly and accessible manner. To this end it is well to have a cupboard or even a large closet made for the purpose, and equipped with shelves and hooks, so that the parts may be kept separate and in order at all times and without crowding. For the supplies such as are needed in connection with ordinary running of the machine, it is well to have a separate closet, with the shelves where oil is kept lined with zinc, for purposes of cleanliness. In this connection it should be borne in mind that spare tires are to be kept away from all oils and in a dark place if possible. On this account the storage closet should perferably be perfectly dark, and may well be placed in the most obscure corner.

It is advisable also to have provision for keeping in the building the owner's working togs, and such outer clothing as is used only when riding, to which purpose a third small closet or locker can be devoted. It should be stocked with a whisk broom and shoe brush, and will prove a good place for the accumulation of the motorcycle litter which otherwise piles up about the house to the disgust and dismay of its mistress.

As for such direct provision as may be necessary for the storage of the machine or machines when not in use, several racks may be built against the wall, such as are to be found in any bicycle repair shop, or the regular motorcycle stand may be used for the purpose. If floor space is limited and a forecar or tri-car attachment is owned which is not regularly in use, the overhead space in the peak of the roof—if the roof happens to have a peak—may be utilized by suspending the extra unused parts with suitable cords and pulleys.

In this connection, the construction of the floor should be mentioned, as upon its non-absorbent properties the safety of the building and its contents must depend. If possible a cement floor, drained toward the center, should be used, the drain being given a free outlet with plenty of ventilation so that no damage may be done by the escaping fumes of any possible gasolene waste. If a wood floor is required by cost limitations or other circumstances, a portion of the floor may be given a slight pitch toward the center where the drain is located, and the wood covered with galvanized iron, firmly laid, and with soldered joints. Failing either of these precautions, a large galvanized iron pan should be procured, such as are in common use in garages, and all repair work involving the use of gasolene or oil done over this.

In conclusion, one or two necessary precautions aside from that relating to the protection of the floor from oil and gasolene may be mentioned. Thus, all gasolene must be kept at some distance from the building and in a suitable receptacle, preferably under ground. The building must be thoroughly ventilated whenever repairs are in progress, and if possible at all times. Whatever provision is made for heating during cold weather, must be made with due regard to the possibility of stray gasolene fumes being about and endangering the structure and its contents, and on the same account, the use of open flame lights should be avoided.

The construction of such a building and its proper equipment can be made to suit the tastes and pocket book of the owner, and may range anywhere between the extremes of a plain shed or shanty, to a concrete or stone building, completely fitted as a small garage and repair shop. The owner who takes pride in his mount and in keeping it in good repair also should take pride in having a proper place to keep it, and in having at hand all the necessary conveniences. The amount of money spent on the home side of the sport, as it may be termed, depends very much on the owner's personal tastes. But it is a safe assumption that even the man of moderate means and small inclination to "tinker," will find it a good investment to provide a proper place for his machine, and will find his interest in its use increased rather than diminished by giving himself every advantage to enjoy it to the full.

More Police to Use Motorcycles.

Four different types of motor bicycle were tested by the Bayonne (N. J.) police one day last week in an effort to discover which was the most effective in overtaking automobiles, of which several were followed over a marked course. The demonstration was said to be a prelude to the purchase of a machine by the city for use in enforcing the speed law. Richmond, Va., and Kansas City, Mo., are two other cities in which the police departments are considering the purchase of motorcycles.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

"Supplies the Missing Link"

New York, March 16, 1908

Bicycling World Co.

Gentlemen:—

I received your book "Care and Repair of Motorcycles," and after reading it carefully I must say that it supplies the missing link. It is a book which should be in possession of not only the trade, but of every owner of a motorcycle.

I congratulate you on the issue and have every reason to believe that it will facilitate the motorcycle business.

C. KAUFMAN,
Mgr. The Motor Equipment Co.

"Great Need of Such a Book"

San Francisco, February 11, 1908

Bicycling World Co.

Gentlemen:—

There was great need of a book like "Care and Repair of Motorcycles" and it is a mighty good friend of the dealer, in my opinion. There is hardly a day when I do not have a letter from some rider who wants to know why his machine does this or that, and what is the remedy. I think he will find his medicine quicker in the book than in my letter and so advise him.

C. C. HOPKINS.



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25 CENTS



Spring Having Arrived

the value of the book to motorcyclists and repairmen will be more pointedly demonstrated. Be wise in time! If you have not ordered a copy, order it today—before you "take to the road." It will help you over many a stumbling block.

Bicycling World Company, 154 Nassau Street, New York

RIDERS SCARCE AT SALT LAKE

Managers Chapman and Redman Face a Puzzling Problem—New Track at Salt Air Nearly Ready.

Just who will and who will not ride at Salt Lake City this season seems to be a mystery that not even the indomitable managers of the two Utah tracks seem able to answer. With the rumor this week that "Major" Taylor has sailed for Europe, and the re-signing of Iver Lawson by the management of the new Vailsburg velodrome, Utah seems to be without "stars." Floyd McFarland and A. J. Clarke are expected to arrive in Zion within a few weeks, and they will bring with them a string of Australian colts.

Whether McFarland will remain in Salt Lake City is a moot question. The veteran campaigner has been long enough at the game not to sign contracts from one season to the next, and at present he is unengaged. Clarke, on the other hand, has been signed to ride at Salt Lake City, whereby Managers Chapman and Redman are in luck. Hardy Downing, Hopper, Hollister, Samuelson, Palmer, and some few lesser lights will remain at Salt Lake City, but from present indications, it would not be stretching prophecy a mile long to predict that McFarland will come east, and bring his Australians with him.

Despite the apparent scarcity of racing men in Salt Lake City Manager Chapman of the new Salt Air saucer, is confident that he can corner enough riders to make the game interesting for the Mormon fans. Chapman has managed the Salt Palace saucer successfully, and has made money for the owners, for the riders and for himself. Having served in the ranks as a rider, he knows the game from A to Z and can make it pay if any one can. Iver Redman, who will manage the Salt Palace saucer this season, also has risen from the ranks. He does not know much about managing, but if he and Chapman work together, as it is likely they will do, Redman should be able to get by without being called.

Four nights of racing will be all that Salt Lake can stand, and some Salt Lakers thoroughly conversant with the situation predict that it will prove even too much for the enthusiastic followers. Ogden will be without racing this year, it is announced, just for this reason.

Chapman writes that the Salt Air saucer is about completed and that he will open on Decoration Day with a big card, and $500 in prizes for the riders. The Salt Palace saucer also will open on May 30th. The steel for the roof of the Salt Air saucer is being placed at present, and as has been stated before, the track itself will measure eight laps to the mile. The arena will be sunk three feet below the track and an eleven foot runway will keep the riders from dropping into it in case of falls. It will be banked to 47 degrees with 160 feet stretches. Being enclosed it will likely prove a record-breaking ground. At any rate, Chapman says that "it is the fastest ever."

First Motorcycle Race at Brooklands.

The first open motorcycle race on the big Brooklands motor track occurred on the 19th ult., on which date a race of two laps (5½ miles) was one of six events run off; the other five events being for motor cars. The entrants for the motorcycle race numbered 24, consisting of private owners and "trade riders." The prize for the winner was openly announced as the choice of either 20 sovereigns or a cup, which is mightily like professionalizing the "private owners." The race was won by W. Cook on a twin cylinder Peugeot of about 60 cubic inches piston displacement; E. Kirkham, riding a machine of the same make and size was second. The winner's time was not given, though the announcement was made that his speed was at the rate of 62 miles an hour.

Danger and Cost of Nocturnal Scorching.

Scorching at night on the city streets will not prove popular if the case of Marcel Dupuis, the professional, and another rider are taken as an object lesson. Dupuis, William Scaffer, and another rider who escaped, were racing down Broadway shortly after midnight recently, when two motorcyclists came into Broadway from 110th street just as the bicyclists were passing. A bad collision resulted. Dupuis, Scaffer and Emanual Corbial, one of the motorcyclists, were all badly cut. Their wounds were dressed at Night Court by an ambulance surgeon, after which Dupuis and Scaffers were arraigned for reckless riding. Corbel was not held and the other two escaped. The two cyclists were fined $10 each.

Two Openers for Road Racing Season.

The road racing season will open tomorrow (Sunday) with two events, one on Long Island and the other in New Jersey. The International Cycle Association's 10-miles open handicap will start from Valley Stream at 1 p. m., and the Stroud Wheelmen's third annual individual handicap record run will start from Camden in the morning, finishing at Atlantic City. Bicycles are the first place prizes in each race.

Crescents Schedule Open Road Race.

The Crescent Bicycle Club, Baltimore, Md., will hold an open handicap road race near that city on Sunday, May 17th. The distance will be 12 miles, over a triangular course.

Snow Chilled Record Breaker's Ardor.

G. A. Olley, a British cyclist, recently attempted to break the 1,000 mile record. A snow storm dampened his enthusiasm and he quit at the end of 25 miles.

AMERICANS ON EUROPEAN TRACKS

Collins Winner of Two Paced Races at Antwerp—The Bedell Brothers Arrive in Paris.

Charles A. Sherwood won his heat in the "Prix Charles Murphy," a 1,000 metres sprint race at the Buffalo velodrome, Paris, on April 12th. The young American won the heat easily, defeating two good sprinters in the persons of Bouma and Boutellier. In the semi-final, however, Sherwood was unable to finish better than third, thus shutting him out of the final heat.

Elmer J. Collins had a profitable day at Antwerp on April 12th, when he won both paced races easily. In the first at 20 kilometres, the American beat Luycken, of Holland, by six laps, and in the second heat was even further ahead at the gun.

Walthour won two of the three heats in the paced race at Antwerp on April 19th. The first went for 15 kilometres and Walthour won by 300 yards over Wills, of England, with Huyprechts third and Contenet fourth. The second heat also went to Walthour with Contenet second. The third was won by Contenet, with Wills in the place, Walthour apparently not exerting himself to his fullest capacity.

The Bedell brothers—John and Menus—have arrived in Paris, and after spending a few weeks there, they will go to Germany and try their legs at motor-paced racing. John Bedell tried to make overtures to the Salt Lake managers, but as he only wanted $2,000 and all the prizes, naturally Chapman and Redman did not consider the Long Islander's proposition. As the Salt Lake tracks are looking for real talent, Bedell's price was too low to put him in that class.

Cyril Vanhouwaert, the young Belgian who astonished the European racing world last season by springing suddenly from a third-rater to the best road rider on the continent, seems likely to maintain his prestige this season. Vanhouwaert won the first road race of the year—the Milan-San Remo—and now has captured the time-honored Paris-Roubaix. It was held on April 19th and Vanhouwaert finished in 10:34:25, four minutes in advance of Lorgeu. Fabert was third, Ringeval fourth, Trousselier fifth, and Passerieu sixth.

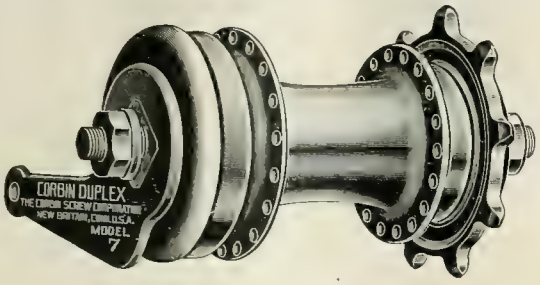
"Woody" Hedspeth, the American negro, has suddenly bobbed up serenely in the land of revolution. He rode at St. Petersburg on April 21st in a sprint race against Champion and Bader, but finished third, the other two preceding him across the tape in the order named.

Parent won the big paced race at the Velodrome D'Hiver, April 21st. Contenet was second, Darragon third and Walthour last. Walthour has not been very successful this season and according to local gossip, he plans an early return to America.

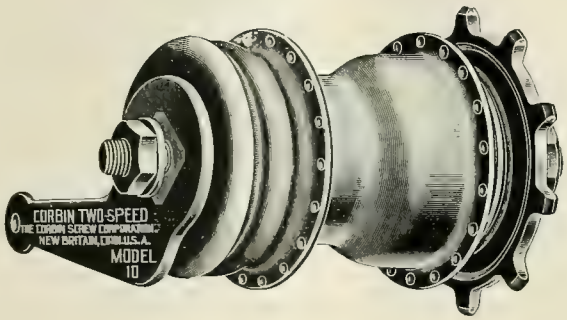
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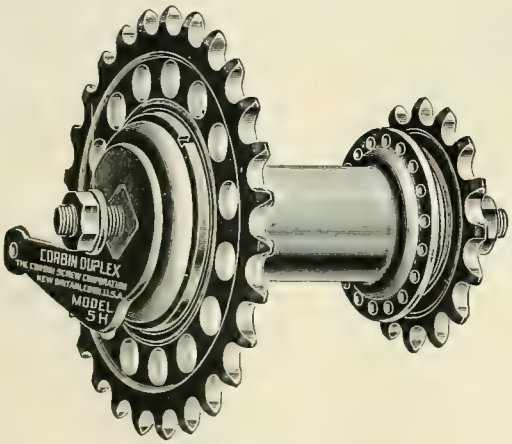


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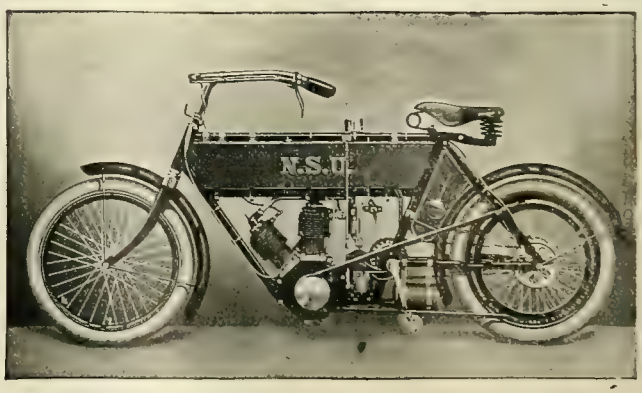
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BUFFALO LOWERS NEW YORK COLORS

Vanden Dries and Weintz Invade Buffalo and Find the Native Indoor Talent Full of Going.

Although William Vanden Dries, Military Athletic League champion, and Louis J. Weintz, both members of the 22d Regiment, New York City, admittedly are the two best flat floor riders in the metropolitan district, even they could not go to Buffalo and come back with the prize. Buffalo's two premier riders, Fred Schudt and Edward Delling, proved themselves great riders last Saturday night, 25th ult., when they decisively defeated Weintz and Vanden Dries in a four cornered match pursuit, the piece de resistance of the final games at the 74th Regiment armory, in that city. The defeat does not detract from the ability of either Weintz or Vanden Dries, because it is just as likely that had Delling and Schudt ridden in New York City, they would have been beaten. In fact, when Schudt did ride here at the Vailsburg track a lot of novices ran away from him. It is half the race against a visitor to ride it upon your own track.

At any rate Buffalo was surprised when the New Yorkers were defeated. Weintz and Vanden Dries had gone to Buffalo fresh from breaking long-standing records in New York armories, and even the majority of Bisons predicted defeat for Schudt and Delling, the local champions. The four cornered pursuit was the feature of the evening. The four riders were placed at equal distant points from each other on the 220 yards lap, with Schudt to pass or be passed by Weintz, and Delling pitted against Vanden Dries. The New Yorkers imagined the race would be a long drawn-out affair and took things easily. The result was that Schudt closed in on Weintz after two laps riding, while it took Delling only five laps to pass Champion Vanden Dries. After the two metropolitan riders had been disposed of the fight for the supremacy began between Schudt and Delling. Schudt was tired from a victory in a previous event and began to lag. Delling overhauled and passed him on the sixteenth lap, nearly two miles, covering the distance in 4:12½.

Schudt covered himself with glory when he broke the two miles record held jointly by himself and W. W. Whitelock, riding the sixteen laps in 4:35. The old record was 4:37⅕. Schudt won the two mile lap race with 68 points to his credit. Tanner was second with 51 points, and Vanden Dries, of New York, scored 33 points, which placed him in third position.

In the one mile consolation, for riders who had not won a prize in previous meets this season, R. J. Hoover came in first, J. B. Devine got second and Joe Tanner was third. The summaries:

Unlimited match pursuit—Won by Edward Delling, Buffalo; second, Fred Schudt, Buffalo; third, William Vanden Dries, New York City; fourth, L. J. Weintz, New York City. Distance, 15½ laps. Time, 4:12½.

Two miles lap race—First heat won by Fred Schudt, 63 points; second, J. M. Tanner, 53 points. Time, 4:35. Second heat won by Edward Delling, 65 points; second, William Vanden Dries, 54 points. Time, 4:39⅖. Third heat won by L. J. Weintz, 65 points; second, C. J. Smith, 40 points. Time, 4:42⅖. Final heat won by Fred Schudt, 68 points; second, J. M. Tanner, 51 points; third, William Vanden Dries, 33 points. Time, 4.37⅕.

One mile consolation—Qualifants: J. B. Devine, G. R. Hoctor, R. Souter, R. J. Hoover, J. Newland and J. Zoller. Final heat won by R. J. Hoover; second, J. B. Devine; third, Joe Tanner. Time, 2:32⅘.

Big Batch of Pardoned Outlaws.

Sixty-two riders, who competed in one unsanctioned road race last year, have been pardoned by the National Cycling Association. The ban was lifted on May 1st. The list is as follows: Richard Andres, D. Brandt, John Brennan, L. Brand, William Carroll, W. J. Cullen, H. Cadwallader, Jr., A. B. Carlson, Clarence Carmen, C. F. Duest, R. B. Eberle, H. L. Eberle A. J. Ennis, Wm. J. Ertel, Benj. Evesson, C. I. Farrell, Michael Ferrari, P. Hahn, H. W. Harty, Wm. Heitmann, J. C. Howell, G. A. Harmes, Peter Hensch, J. Hummell, A. Holzheuer, E. A. Heer, E. Johns, Curtis Jackson, F. W. Jones, Ernest Jokus, J. Kaufmann, Watson J. Kluczek, George Lotsey, Charles Iange, Louis Lusardi, Charles Lamberton, Joseph Magin, Jos. C. Miller, William Morton, Benj. Neuschaefer, Wm. C. Nelson, J. A. Nutter, L. Oehler, A. R. Powelson, John J. Perry, H. E. Peters, J. Rafferty, John Reeber, R. J. Stohler, C. Swenson, A. Swenson, C. A. Spielman, F. Spielman, W. Seibert, Albert Schryver, C. Van der Veer, Wm. K. Van Iderstine, Daniel Van Iderstine, Wm. Wehner, William Widman, Charles P. Wegans.

Morgan Promotes Motorcycle Mileage.

W. J. Morgan, president of the New Jersey Motorcycle Club, has offered a prize valued at $100 to the member making the greatest mileage during the the year. It was announced that a similar prize will be given by the Jones Speedometer Co. An endurance run is on the tapis for Decoration Day, May 30th, the preliminary arrangements having been left to a committee consisting of Captain Percy Drummond, Lieut. R. B. Whitehead and George P. Fawsett.

Los Angeles Plans for Endurance Run.

May 30th has been selected as the date for the Los Angeles Motorcycle Club's endurance run. The route will be from Los Angeles to San Diego, and the contest will, of course, be run under the new F. A. M. rules, which require a course of not less than 300 miles, and an average of 150 a day.

MARTIN CUT MOTORCYCLE RECORDS

English Crack Brings Down Long Distance Figures—Many of Them Had Remained Standing for Years.

The six hour world's motorcycle record of 228 miles 250 yards, which had been standing for nearly six years, was broken on the 13th ult., on the Canning Town (England) track, by H. Martin, who rode 244 miles 1,650 yards. Incidentally Martin broke several other records during the six hour ride, among them being the 5 and 4 hour records, which he established two years ago on the same track. The new records were made on a single cylinder Jap of 26.3 cubic inches piston displacement. Martin stopped twice during his six hours ride; the first time at 120 miles to refill the tank and change the rear tire; the second time at 213 miles, to tighten the belt, and be rubbed down for the purpose of restoring circulation, as the day was extremely cold. The world's records held by Martin from a standing start, are as follows:

Miles	Record.	Previous Record.
101	2:15:21⅕	2:16:24⅕
110	2:27:46⅕	2:35:48⅕
120	2:41:32⅗	2:48:33
170	3:59:04⅖	4:11:03⅗
180	4:13:24⅕	4:23:00⅖
190	4:27:46⅘	4:35:33⅕
200	4:42:03	5:04:12⅕
210	4:56:23	5:30:38⅖
220	5:18:18	5:47:58⅗
230	5:34:45⅖	6:02:56⅕
240	5:52:40⅕	no previous records
245	6:00:05	

Hour Records.

Hours.	Distance.	Previous Record.
*1	63 m. 1078 yds.	unchanged.
†2	97 m. 1640 yds.	unchanged.
3	129 m. 464 yds.	unchanged.
4	170 m. 1150 yds.	169 m. 0 yds.
5	212 m. 800 yds.	199 m. 0 yds.
6	244 m. 1650 yds.	228 m. 250 yds.

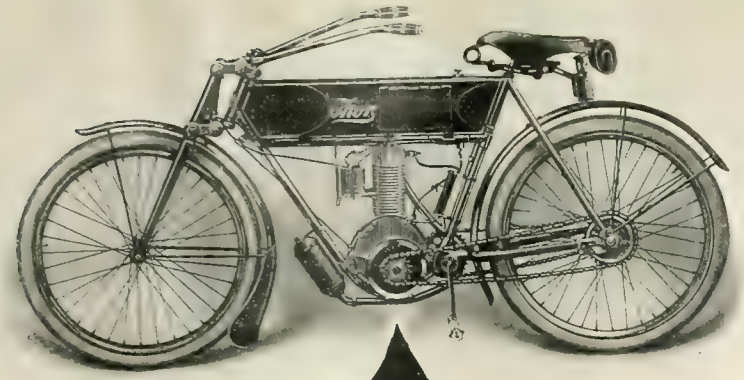
*J. Giuppone. †H. A. Collier.

Akrons Re-elect Old Officers.

So well did they serve their club last season the Akron Wheelmen, New York City, at their annual meeting unanimously re-elected their old officers as follows: President, Paul Crescio; vice-president, D. Borgiorno; secretary, Joseph Anthony; treasurer, Angelo Zerbarini; sergeant-at-arms, J. Scarano; captain, Charles Capello; first lieutenant, F. Pascarelo; second lieutenant, Louis Luppi, and bugler, Anthony Backetty.

Another Club in California.

The Humboldt Motor Cycle Club has been formed at the California town of that name, with 31 charter members. Officers elected are as follows: President, Joseph B. Carey; vice-president, Bert Bailey; secretary, Dr. T. B. Callaghan; treasurer, A. C. Peterson.



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¶The *Thor* Geared Transmission Motor has an anti-friction bearing for driving shaft.

¶The Transmission is integral with the Motor. It is dust-proof and self-lubricating.

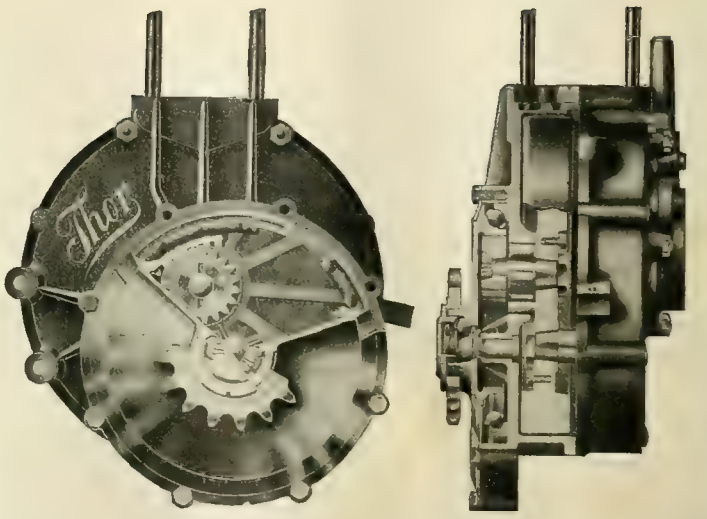
¶The pinion on the shaft, engaging with the annular gear which runs on ball races on the rim and in the center, reduces the friction to the minimum and abolishes the short chain with its friction, noise and wear. This reduction of the friction to the minimum not only increases the power to the maximum but makes the motor of the silent type.

¶The bearings of the annular gear being fixed, the motor is always in adjustment and there is no pulling strain or side strain on the shaft. Driving Sprocket can be changed without effecting any other part of the motor.

¶The general design of the *Thor* makes it a compact and properly balanced motorcycle that permits of easy and comfortable riding.

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WHERE CYCLISTS HAVE ADVANTAGES

Laws that Subtract from the Pleasure of Motorcycle Touring—The "E. M." and Others Exchange Opinions.

"Good number, that!" ejaculated the Experienced Motorcyclist, laying down a copy of the Annual Spring Number of the Bicycling World. The other members of "the club" signified in various ways that they agreed with "E. M.'s" opinion.

"Do you refer to the paper as a whole or some particular feature of it?" queried one.

"I mean the whole thing," said the E. M., "though possibly I had in mind that last story I read—the one about the experiences of the chap who went touring on a bicycle."

"That struck me as being a pretty good way of spending a vacation," began the Youngster, "but I think I could improve on his scheme of seeing the country, by using a motor bicycle instead of a push wheel. How about it, E. M.?'

"Well, I don't know," responded the latter. "Under present conditions the man driven machine has several advantages over the bicycle with an attached motor. To begin with, the minute we get out of this State in which—thank God—we have the good fortune to live, we become some sort of an unusual species that attracts legislative activity, and we find ourselves subject to an endless number of laws and ordinances and the fear of violating some of them takes much of the enjoyment out of a trip. It's true that motorcyclists are not 'plucked' as badly as automobilists, who in some States, have to pay as much as $20 for the privilege of using the roads, but certainly we, like they, are taxed, squeezed, plucked, robbed, or anything else you want to call it, way beyond reason, justice or right.

"To begin with," he continued, after a moment's pause, "it would be almost impossible to start out without having a definite route. You would need to know where you were going so as to secure licenses, registration papers, number tags and a half dozen other things, in order to comply with the fool laws of some of these States which have the nerve to call themselves a part of the only free country under the heavens. Then you'd have to take a limited law course so as to know when you were to use the lamp numbers, what roads were closed to you, where you shouldn't use the horn, and I suppose that some of the towns still ring the curfew bell, which would prevent riding after a certain hour of the evening. No! taking it all in all, I do not think that a long go-where-you-please ramble through several States would be found to be entirely enjoyable, and that is true simply because of the conditions with which motorcyclists are hedged about. When you go on a vacation you do not want to be ever traveling in the fear that you are about to be arrested because of failing to obey some nonsensical and unexcusable law of which you are in entire ignorance. There's a vast difference between law and justice when a motor bicycle has not the same privileges as a bicycle."

The Silent Partner, who had been an interesting listener, now spoke up.

"I think the E. M. is right," he said. "I greatly doubt if a tour through other States would be enjoyable. The conditions are such that one thinks of foreign traveling where you constantly are held up and your passport examined. There's too much of the police surveillance idea about it to be acceptable to Americans generally, and residents of our State particularly. But I do believe that a week or a two-weeks trip in our own State would be about as delightful and inexpensive an outing as one could have for vacation purposes. The idea of sleeping out of doors is good; there's no question about it. The results to be obtained from a couple of weeks in the open would be greatly beneficial to any man, and especially so to those whose work keeps them within doors. I'd like nothing better than to try it."



"Then why don't you?" was the immediate question from the Youngster. "It's early in the season and none of us have arranged for our vacations. Who'll join me?" he asked, turning to the others, " in a week's trip for this summer, outdoors, indoors, or any other old way? Who's first; now speak up?" he added enthusiastically.

"I'll go," quietly said the previous speaker. "And you?" he added, turning to the E. M., "will you try it?"

"Yes, I think so," was the reply, "but let's wait until the Youngster offers some definite plan and then we all can work out the details and see how it looks. I think that it is entirely practical, and I believe we can have a bully good trip if we take it easy and bear in mind that we are not going on the trip as contestants in an endurance contest or road race. Work it up, Youngster, and let's see what sort of route you can lay out, but, mind you, don't try to put any time schedules in it. Remember it's the outing we're looking for, not how far, how fast, or a final destination. What we want is fair roads, good scenery, and clear weather. Let's see what you can do toward securing all three."

"I move that the Youngster be appointed tour manager," said the "S. P.," who immediately announced that the motion was carried, and the session broke up with enthusiasm for the contemplated outing.

Bewilderment Caused by Mischief.

It's a simple matter to bewilder a motorcyclist, even the most experienced of them. A motorcyclist who was recovering from a broken leg—broken while playing tennis, not when riding—was visited by a couple of his motorcycle friends. As they took their leave the cripple hobbled off the porch on his crutches and stood beside one of the machines on which his callers had come, and seeing the opportunity for devilment, he altered the air adjustment of the carburetter. The motor bicycles were trundled out to the road, the last adieux were waved, and the friends mounted their respective machines and began "kicking the pedals." In a moment both had turned on the spark, and while one sailed away the other—the fat one—failed to get the desired results.

The day was hot, mercury way up near the top of the thermometer, and still the fat friend pedaled on. His companion was far away and he wanted to catch up with him, but turn the grip as he would there was litor nothing doing in the exploding line. Finally, after pedaling a couple of hundred yards, he dismounted and began an examination of the engine and its parts. The wiring was looked to and the adjustment of the commutator blade altered; then another attempt was made with no better results.

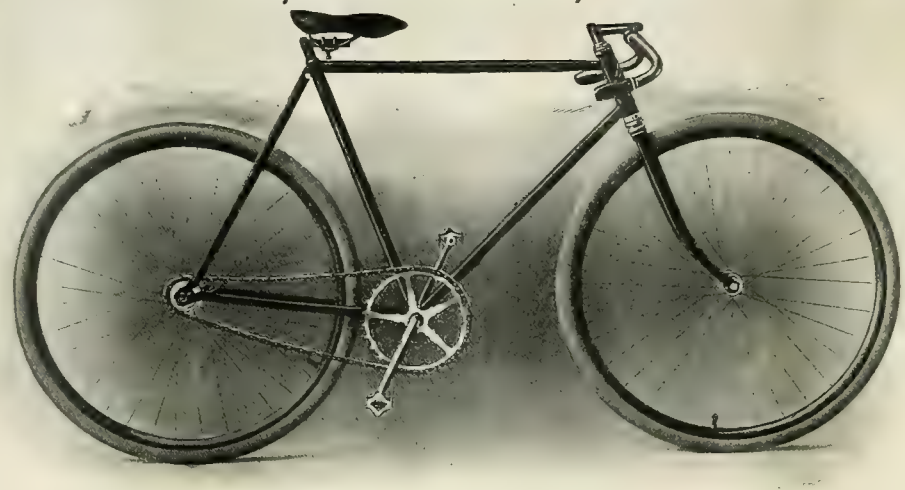
In the meantime his companion had returned and together they made another examination which finally disclosed the trouble and also revealed the originator of it, who, sitting on his porch, gave every evidence of entire satisfaction with the results of his deviltry. The fat friend stood up, hot and puffing, and shaking a threatening fist at the much amused cripple, once more mounted the machine and rode away.

Stricter Law Planned for British Dogs.

An "unwritten law," which, nevertheless, has been well established by custom, is that a dog is entitled to one bite. Magistrates long have held that viciousness in a dog is not proven until more than one person has felt his teeth or been attacked by him. In England a bill has been introduced in parliament to deprive the dog of his right to the first bite. Cyclists abroad and in this country will be unanimous in supporting any measure that will give protection from or redress for the actions of the canine.

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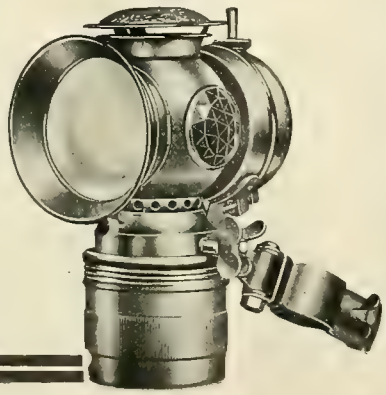
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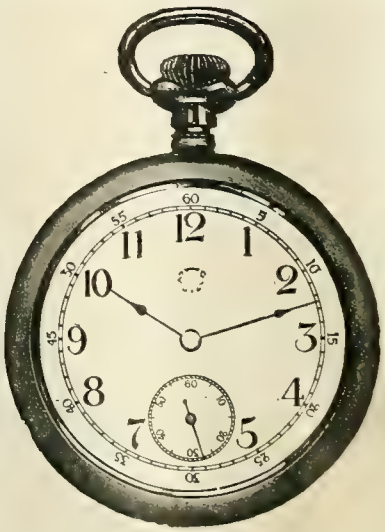
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CORRESPONDENCE.

(Continued from Page 258)

paper knows that these devices have long since been exploited on foreign machines and are to-day quite common equipment. The free engine and two speed device is not at this time, however, a regular equipment of more than a few machines; it is on the market exactly the same as magnetos are and fitted to order.

If we have been copyists in some things, we certainly have not been so in the matter of control as our American handle bar control has them all "skinned" for simplicity and effectiveness. Many foreign makers are now adopting this excellent device and a few are using the coaster brake, but usually in connection with several other rim and hand or foot applied tire brakes. I cannot understand why conditions are so very different over in England or Germany as to require these additional brakes when one can ride over the whole of the wretched roads in the United States and not feel the need of them.

Foreigners started with 30-inch wheels and to-day are using 26-inch wheels. We began the same way and have adopted 28-inch as standard. Who says we do not come down to their standard?

Perhaps the following, taken from the British Buyers' Guide, may be interesting:

There are an even 100 single cylinder motorcycles on the British market; 50 per cent. of these have 3½ horsepower, 18 per cent. 3 horsepower, and the balance run from 1¾ to 4 horsepower. Gears: 4½ to 1 predominate; next come 4 to 1, and then 5 to 1, the remaining few, 6, 7, 8 to 1. Size of wheels, 91 per cent. have 26-inch, 4 per cent. 24-inch, and 5 per cent have 24-26-inch wheels. Transmission: 92 per cent. belt, 3 per cent. to order, and 5 per cent. use chain. Valves: 45 per cent. mechanical, 55 per cent. automatic. Ignition: 46 per cent. magneto, 31 per cent. to order, and 23 per cent. use battery. Ninety per cent. of frames are rigid, and 10 per cent spring frames. Forks: 52 per cent spring, 27 per cent. to order, and 18 per cent, rigid. Pedals: 78 per cent. use pedals, 17 per cent. do not, and balance 'to order.'

As regards wheel base, 75 per cent. are between 51 and 56-inch, and the balance scattered from 45 to 75-inch. Thirteen per cent. are regularly fitted with two-speed or adjustable gear and a large number "to order." There are 60 twin cylinder machines and several other multi-cylinder machines on the British market, but the table brings forth nothing new in connection with these and the percentages given above will apply to them nicely.

Considering the fact that British riders have given large wheels and also chains, a good tryout, it is interesting to note their present unanimity in connection with these, and we may well conclude that so far as size of wheels and transmission is concerned they have reached a finality.

E. M. ESTABROOK, Bangor, Me.

[Possibly Mr. Estabrook's experience does not go back so far, but it is a fact, nevertheless, that the practical motor bicycle of the present design was an American creation. While England and France were full of motor tricycles, the only motor bicycle of moment was the French Werner, on which the engine was attached to the head of the machine. Long before tricycles had lost their vogue abroad, there were a number of American motor bicycles being built with the engine mounted in the frame. As for the first change speed gear, it is doubtful if there is any that ante-dates the one as applied to Hafelfinger's original Royal, which was built in New Jersey in 1900. Perhaps British riders have given chain transmission a "good tryout," but it is doubtful if they have tried it out so thoroughly in combination with compensating sprockets. It is the compensating sprocket that saved the chain and made it as practical for motorcycle use as the belt.]

Activity in Cycling Clubdom.

Racycle bicycles evidently are well thought of in Middletown, Ohio, the city of their manufacture. Last week the Racycle Bicycle Club, No. 2, was formally launched and officers installed. The club which is a part of the grand lodge of clubs of Racycle riders which the Miami Cycle & Mfg. Co. is building up, starts out with a charter membership of 150 riders. The officers elected were: John Dodds, captain; Walter Johnson, pilot; Jacob Heer, treasurer; Lewis Weinman, secretary; Ed. Bowman, chaplain; W. D. Witner, wheel inspector; H. Thompson, wheel repairer; A. W. Eagle, receiver; J. Dillon, inside locker; C. Guthrie, outside locker; S. Graft, R. M. Crawford and A. J. Wehr, trustees.

To assist in the enforcement of the new bicycle ordinance which allows conservative riding upon the sidewalks, and thus prevents the enactment of a more drastic ordinance, and also to stimulate interest in cycling generally the Provo (Utah) Wheelmen's League has effected permanent organization. The officers elected were President, D. R. Beebe; vice-president, Dr. F. W. Taylor; secretary-treasurer, Walter Adams; directors, the officers, with Councilman C. H. Miller and Rev. S. H. Goodwin.

Reading, Pa., has two new bicycle clubs. The members of one club ride while other people sleep, as their name—Midnight Wheelmen—would seem to indicate. The members meet one night a week at Dengler's bicycle store, and from there start on a ride, winding up with a midnight supper. The other club has been formed by fifteen members of the Metacomet Haymakers, the local lodge of Red Men. George Reinart is captain. The Red Men go on the war-path every Sunday.

At the annual meeting of the T. P. & W. Bicycle Club, of Peoria, Ill., which has 212 members, the following officers were elected for the year: President, Edward F. Stock; vice-president, August Benson; secretary, J. L. Kent; treasurer, J. L. Grosjean; first lieutenant, Gordon Belsterling; second lieutenant, Elmer Johnson; color bearer, Edward Benson; directors, Robert S. Hay, Edward Gilmore, F. Mihigan, and H. Perrnar.

The Thread City Cyclers of Willimantic, Conn., have elected the following officers for the ensuing club year President, H. C. Lincoln; vice-president, Walter Hibbard; recording secretary, Charles Hills; financial secretary, G. W. Hickey; treasurer, F. M. Lincoln; directors, the officers, with Clarence Chamberlain and William Colte.

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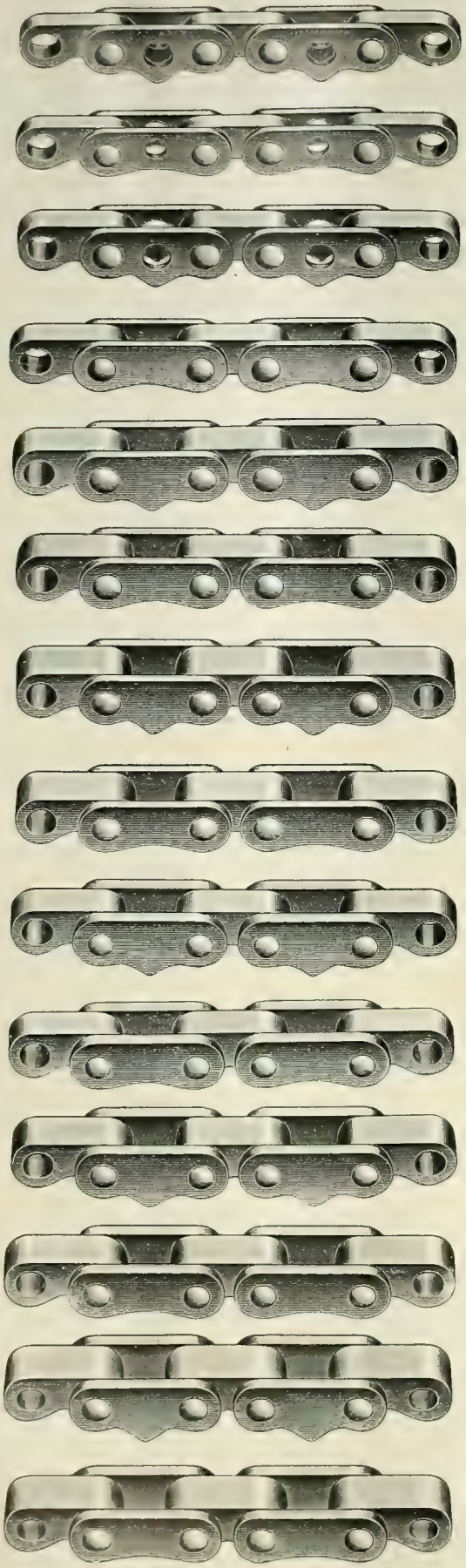
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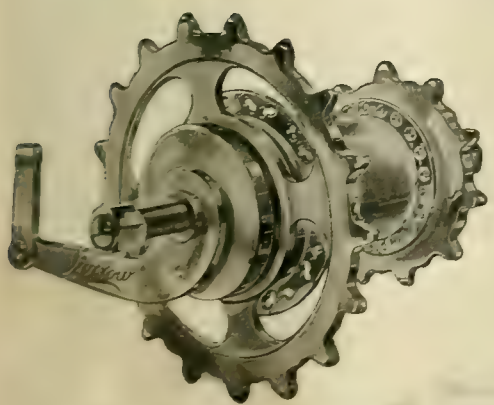
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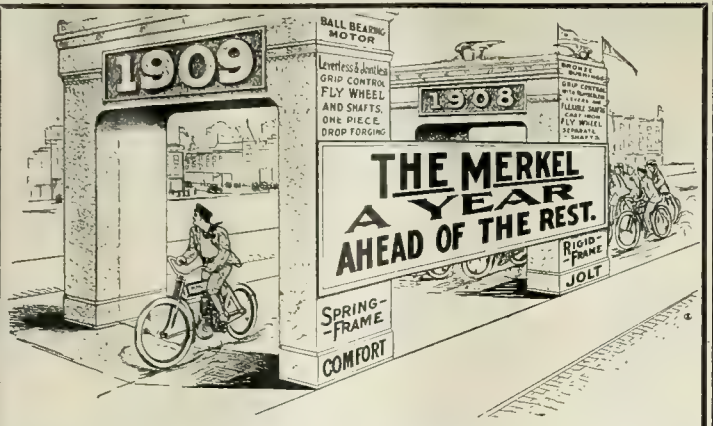


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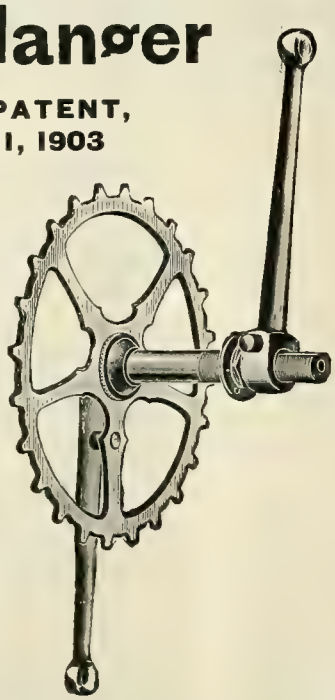
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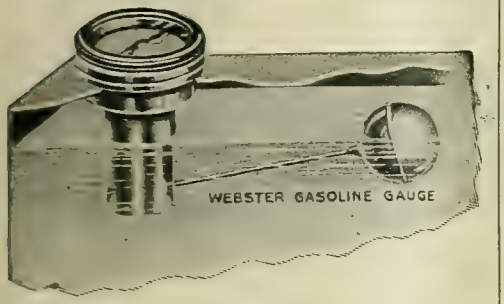
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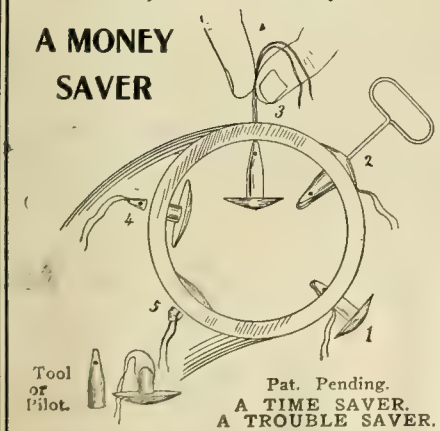
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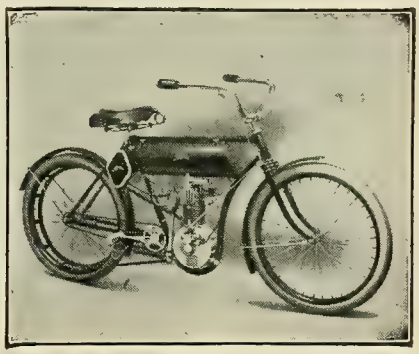
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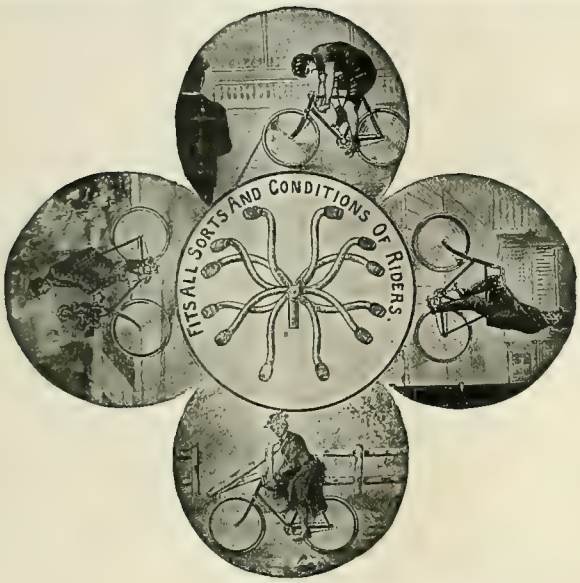
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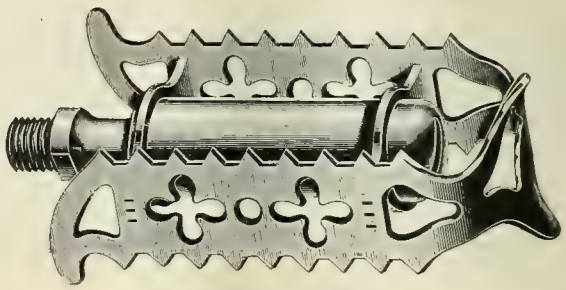


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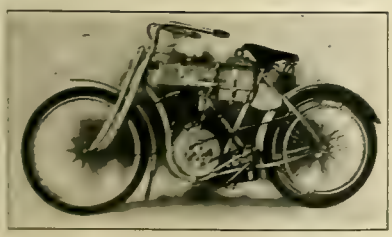
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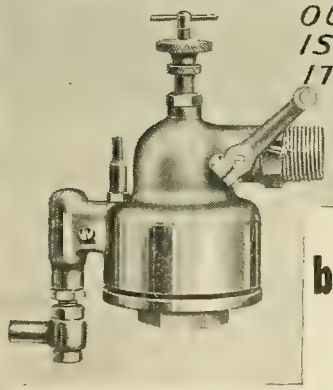
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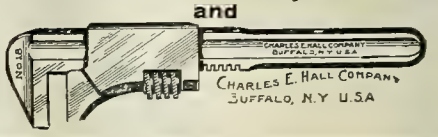


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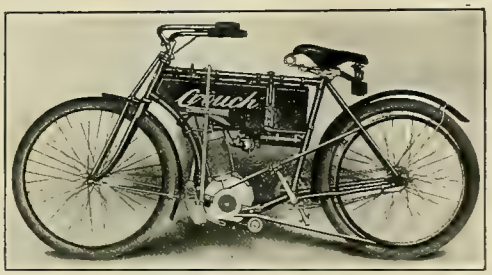
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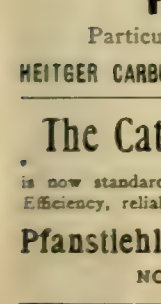
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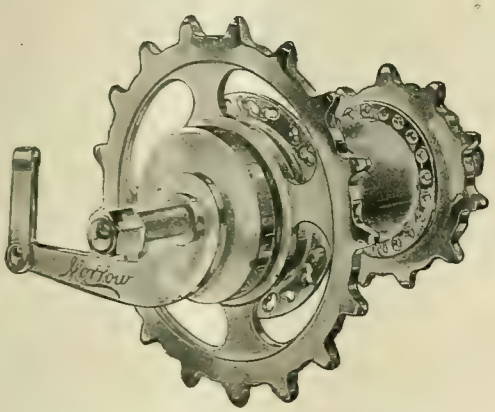
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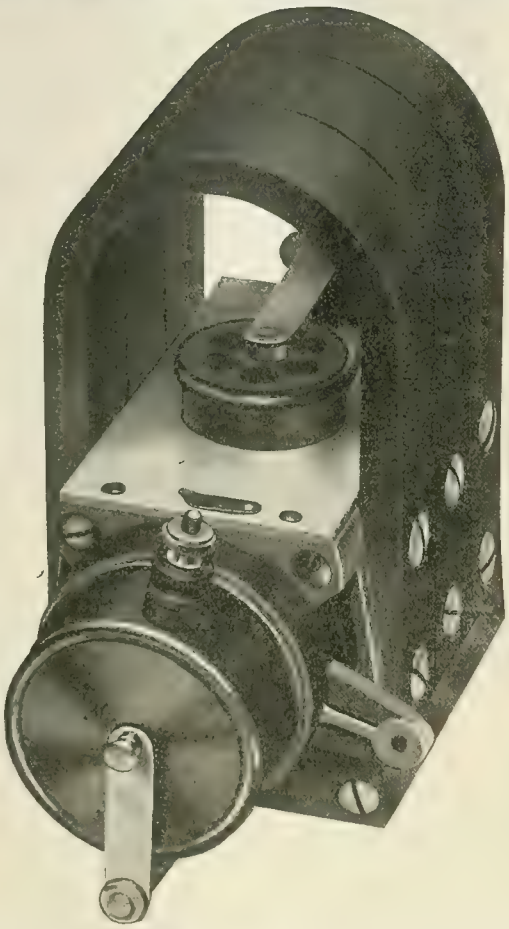
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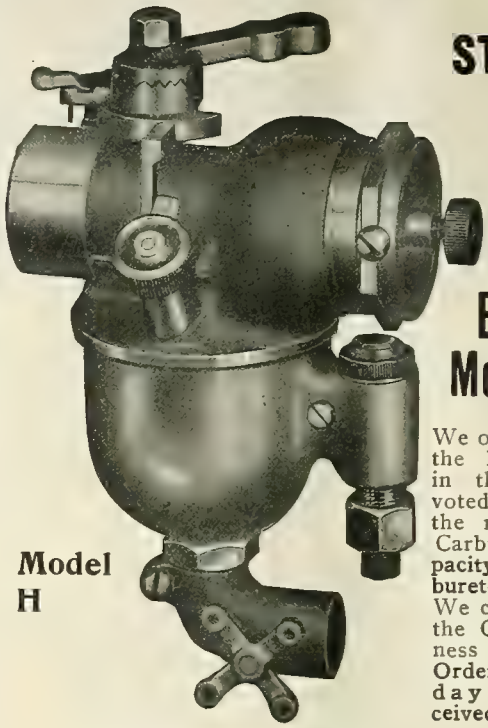
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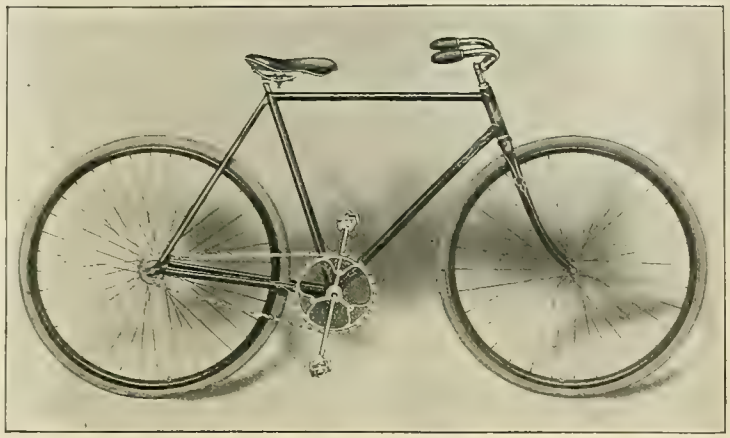
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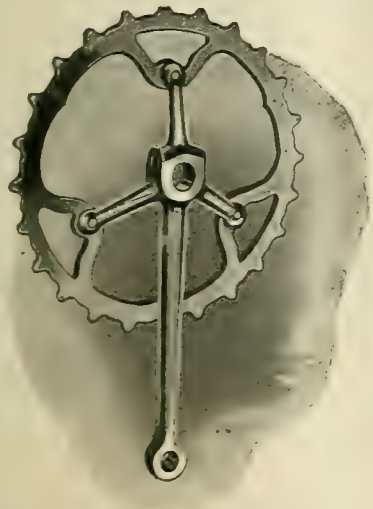
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Have you seen the 1908 Improvements?

If there is anyone who does not know why Ramblers are different (and also superior), write to us at once for information.







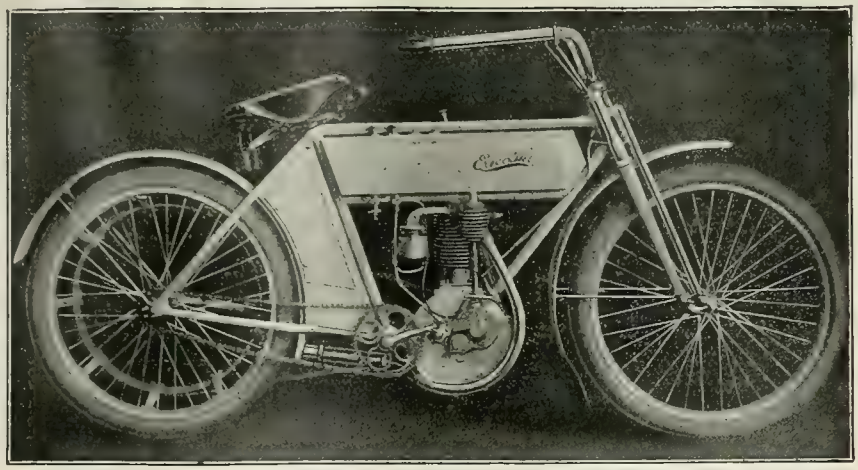


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Send for catalogue to the largest and oldest bicycle manufacturers in the country that we may refer you to the nearest dealer.

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EXCELSIOR AUTO-CYCLE, $2.25

Proof of the Pudding.

It is easy to claim the best, but the live buyer demands to be shown.

In the Langley Hill Climb at Danville, Ill., May 1st, an Excelsior, strictly stock machine, defeated one, two and four cylinder machines rated up to six horsepower, and made the fastest time of any stock machine. It is quality that counts—the

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Price and Particulars mailed on request.

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Selected by the New York Police Dept.

¶ The entire order for bicycles to be used by the Police Dept. of the City of New York for 1908, was awarded to the Pierce Cycle Co. The decision being made on merits, not price.

¶ Every leading make of bicycle in America was offered.

¶ The Pierce Cycle Co. was given the contract not only because it showed the best points of construction and material but proved the easiest riding as well.

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¶ Therefore, this make of bicycle is a money-maker for any agent.

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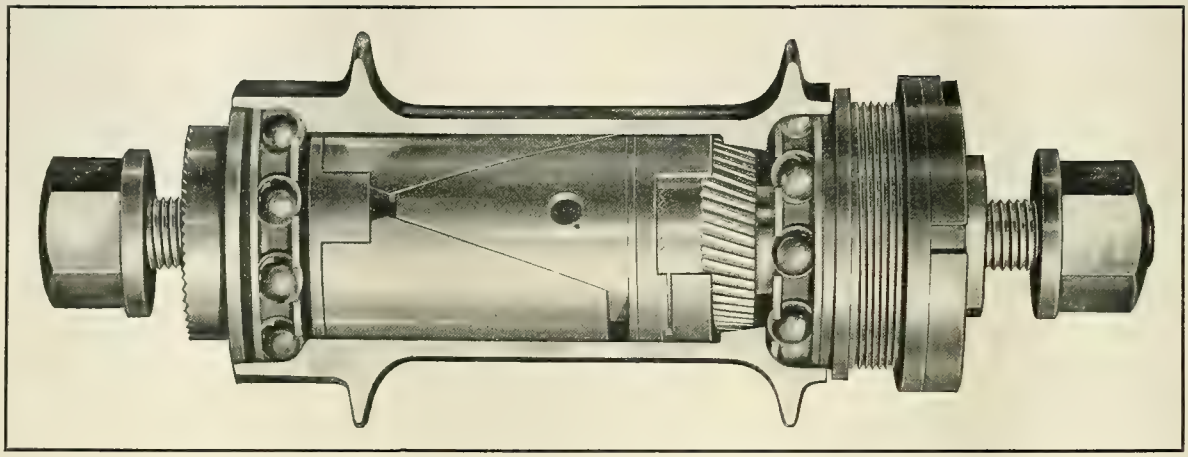
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F. A. BAKER & CO., New York, representatives for New Jersey and New Eigland. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

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THE MUSSELMAN Coaster and Brake



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The Simplest **The Lightest**

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Coaster Brake made, and the only one that does not require a side arm construction. Dealers everywhere are selling them like "hot cakes." Are you? Ask your jobber or write direct to us.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, May 9, 1908 | No. 7

POPE TO DIVIDE UP A MILLION

Creditors' Dividend Amounting to 25 Per Cent. Now in Sight—Information Brought Out at Court Hearing.

The creditors' dividend, which it was known the receivers of the Pope Mfg. Co. have been planning to distribute, but the amount of which was a subject for speculation, now actually is in sight. It probably will be ordered by the courts within the next few days and will amount to 25 per cent.

These facts were brought out yesterday in the Superior Court at Hartford, Conn., when Albert L. Pope, one of the receivers appeared and made an application for an allowance for the receivers, Albert A. Pope of Hartford, and George A. Yule of Kenosha. Wis., for their services.

A. L. Shipman for the receivers, said the receivers of New Jersey had received $1,500 apiece, and Mr. Pope had received $2,500 on account in Connecticut before the appointment of Mr. Yule. Both were giving their entire time to the conduct of the business and they asked for $500 a month apiece.

Joseph L. Barbour, representing six creditors who held claims to the "large" amount of about $2,000, said his clients were getting restive over the payment of large salaries to the receivers and no payments to the creditors. Mr. Pope countered heavily by stating that he was present at a meeting of a creditors' committee in New York on Thursday where claims of over $1,000,000 were represented, and that these creditors had stated that they would not oppose an appropriation of twice the amount asked.

Judge Curtis ordered an allowance of $500 for the receivers for their services and up to July 1.

It was in the course of the hearing that Receiver Pope told the court that the Pope company has liabilities of $1,650,000, quick assets of $5,000,000 and full assets of $7,000,000, and that with $1,000,000 in cash on hand, it was expected that within a few days the court of New Jersey will order a 25 per cent. dividend to those creditors whose claims have been allowed.

The difference in the attitude of creditors, as thus shown, caused a smile to appear on the faces of those present.

Falor on Tire Conditions.

"The call for good tires is growing stronger each day," was the opinion delivered last week by S. A. Falor, manager of the Goodyear Tire & Rubber Co.'s bicycle tire department.

"He has been stung so often that the average cyclist is willing to pay the price of something that will render real service," continued Falor, "and it now is up to the dealer to take proper care of riders and not try to make too much profit out of them. If dealers can be brought to a full realization of this truth, it will do as much as any other one think in promoting the cycling interests.

"I think we are well positioned to appreciate the extent to which the pendulum has swung toward good tires. We heeded the cry for cheap ones, but despite the fact that we dropped them from our list we have had no trouble in building up a good trade on our high grade products. We have introduced our Pathfinder tire, on which we are specializing in practically every good tire town in the country."

The Retail Record.

Pittsburg, Pa.—J. W. Grove Co.; receiver appointed.

Milwaukee, Wis.—Simon Goerke, new store at 611 Grand avenue.

Woodbridge, N. J.—Adam Snyder, new store on Pearl street.

Dayton, Ohio.—E. R. Austin & Co., phonograph dealers; have added bicycles.

Tampa, Fla.—Hanna Cycle Co.; J. D. Hanna purchased interest of S. M. Sparkman, Jr.

WILL RENDER PATENTS WORTHLESS

Great Britain Will not Protect Foreign Inventions Produced Elsewhere—United States Planning Similar Law.

After August 1, the American inventor who is in possession of British patents will find them of small value unless the articles so protected are actually manufactured in Great Britain. This is made plain by the announcement that on and after that date the clause known as "Section 27 of the Patents and Designs Act of 1907" will be in effect. This provides in substance, "that any article patented in the United Kingdom which is manufactured exclusively or mainly abroad may, on the application of anybody bringing the facts to the knowledge of the Comptroller of Patents, be considered as not protected by letters patent."

Concurrently it appears that the United States also is contemplating a much-needed revision of patent law in regard to the protection of foreign inventions. The House Committee on Patents has under consideration a bill the purpose of which will be to place a restriction on the holding of patents for purely defensive purposes and not as a protection to the manufacturer.

One of the most favorably regarded of the several plans before the committee, would provide for the recognition of the non-use of a patent as a special defense in suits instituted for infringement of patent rights. Should this scheme be brought into eqect, patents which were bought up for the sole purpose of holding them idle would be open to infringement by parties prepared to enter into active manufacture, even though the patent holder would still obtain full protection were he actually engaged in producing the contested article. Some modification of this principle will have to be made in order to prevent capitalists from withholding their support from inventors who are without funds, in order

to gain control of the patents themselves. It is thought that it will take the form of clauses specifying that in such cases it shall be within the power of the court to determine what degree of infringement shall be allowed under the law.

In the event of such a bill being passed it is understood that Germany will undertake retaliatory measures in some way. Such a measure as the one under discussion is already in force in Germany, and it is supposed that more astringent protection of local invention will be undertaken there only in case the American Legislature exceeds the limits already prescribed. Incidentally, Germany already has a law, quite similar to the one which Great Britain will put into effect on August 1 next.

About Altering the Gear Ratio.

When altering the gearing of a motorcycle, either in adapting a two-speed gear, or in changing to a lower or higher fixed ratio, care should be taken to use only such an arrangement that the motor will be permitted to run the greater part of the time at its normal, or best pulling speed. The gear which is so high that the motor is slowed down appreciably, or which is so low that it races frequently, are to be avoided, since in either case the life of the motor will be reduced. Ordinarily the maker's ideas in this respect will be found to be about right for average conditions. It is only when high speed work is contemplated, or when an unusual amount of hill-climbing is to be done, that there is an excuse for altering the gear ratio. Where a two speed gear is to be used, it is generally wiser to have it "step down" for the low gear, the normal or high, being practically the same as the original gear of the machine.

Governor to Start New Ajax Factory.

On Monday next the Ajax-Grieb Rubber Co. will inaugurate its new factory in Trenton, N. J., in unusual fashion. Governor Fort of New Jersey will deliver an address and start the wheels in motion; other notable men will be present and will speak at the banquet which will be tendered the invited guests, who will be carried in special trains from Ney York and Philadelphia.

Peterlin Adding Room for His Grip.

C. E. Peterlin, the Grand Rapids (Mich.) leather grip manufacturer, has commenced work on a two story brick factory building, which it is expected will be ready for occupancy by July 1st. It will measure 32 by 55 feet and will be modern in every respect.

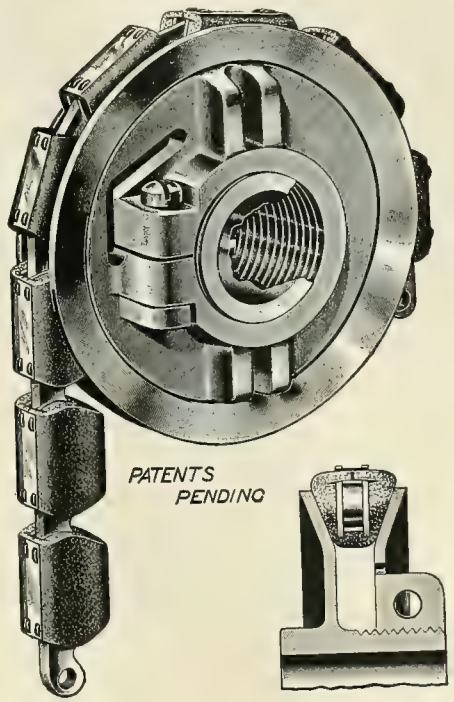
Sunday Sales of Gasolene Prohibited.

East Orange, N. J., will be a bad place for motorcyclists to become stranded in on Sundays. The common council of that town has passed an ordinance prohibiting the sale of any merchandise and, consequently, of gasolene on the Sabbath.

NEW DEPARTURE IN CHAIN BELTS

Well Known Chain Manufacturer Places It on the Market—Renders an Idler Unnecessary.

Whatever advantages are claimed for belt transmissions for motorcycle use, should be united in a chain belt transmission, in which the non-stretching and free-bending qualities of the latter are combined with the yielding adhesion due to the elasticity of the former. Such in fact, are the points which constitute the principal arguments in favor of a new system which has been devised by the Whitney Mfg. Co., Hartford, Conn., and which also possesses the



advantage of being run without the use of an idler, or jockey pulley. This feature is made possible by the adoption of a special form of driving pulley, one side of which is adjustable, and through which the slight variation in tension required, is made.

The system comprises an ordinary block chain, in which each pair of side links is covered by a leather shoe, securely fastened in place. The leather surfaces thus formed being of the proper section to engage the V-groove in the pulleys, constitute the bearing surface for the drive. The flexibility of the chain is thus retained to as full an extent as though it were run over sprockets in the ordinary manner. At the same time the inelasticity of the chain and sprocket combination is replaced with the slight degree of yielding which characterizes the belt.

The method of construction is revealed in the illustration which shows both the belt and the adjustable pulley. The leather covers, which are of special form and of varying thickness at different points, are bent up over the links and joined in the center on the upper side. Steel plates are used to cover the joints, four projections from the side plates of the links being brought up through holes in the plates and headed over to secure the fastening. In addition to this, prongs on the under side of the plates are sunk into the leather to give added security.

The pulley is made in two sections, one being fixed, while the other is in the form of a collar, threaded over the main hub or boss of the pulley. By turning the adjustable flange back and forth on the threads, it is possible to vary the distance between the two flanges sufficient to cause the belt to travel high up or low down in the groove, thus varying the tension to any degree which may be required. A cut in one side of the threaded boss of the moveable flange and a set screw, permit the parts to be locked together, once the proper adjustment has been obtained.

While the system in question is used at present for purposes of light drives in connection with factory machinery and in driving the radiator fans on automobiles, a larger type suitable for motorcycle use is under way, and will be ready for the market within a short time.

Emergency Repair for Broken Pipe.

If, through a collision or from any cause, the gasolene pipe should be broken, a piece of rubber tubing would serve as a very satisfactory repair for temporary purposes. As a piece of rubber tubing two or three inches long would suffice for the purpose, as the cost of it is practically nothing, and as the space it would occupy in tool bag or pocket is not worth considering, it would be well worth while providing against the possible though improbable need of using it, by adding it to the repair kit. Another method of making a temporary repair of this sort is to bind the broken ends of the pipe together with a strip of cloth—a piece of a handkerchief is good—which has been thoroughly coated with soap. Over the cloth should be tightly wound some tire tape; the latter going well out on the pipe beyond the ends of the cloth bandage.

Keep the Tank Air Vent Clear.

Sometimes through accident, sometimes through the misapplied humor of a would-be funny man, the air vent in the gasolene tank becomes stopped up. If the motor stops, after it has been firing irregularly for a few seconds, try to flood the carburetter by depressing the priming pin. If the carburetter does not flood and there is gasolene in the tank, look to the air hole in the tank cap before concluding that the gasolene pipe is stopped up.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

BRITAIN'S NEW HIGH WATER MARK

March Exports of Complete Bicycles Show Enormous Gain—Gross Total Close to that of Boom Period.

While America's cycle exports are steadily dwindling, Great Britain still retains that remarkable and long-sustained strength which has marked its foreign business since the ebb tide turned several years since.

During March of this year, the exports, in respect to complete machines, set a new highwater mark, no less than 11,111 finished bicycles having been shipped, while the gross total is almost equal to the record of the boom years, 1896 and 1897. The value of the 11,111 machines was £51,657, which plus £99.901 of parts, makes a total of £151,558, as contrasted with only £129,-183 in the previous month and £110,156 of a year ago.

The steady progress which the British trade is making is also strikingly shown in the returns for the quarter ending with March last. During that period no less than 28,121 complete cycles, estimated at £134,532, were shipped, as against 22,745 (£113,943) in the corresponding quarter of last year. There was also a notable advance in the exports of cycle parts— from £215,403 to £268,877—the aggregate amounting to £403,409, which compares with £329,346 in the first three months of 1907 and £313,298 in the similar period of 1906.

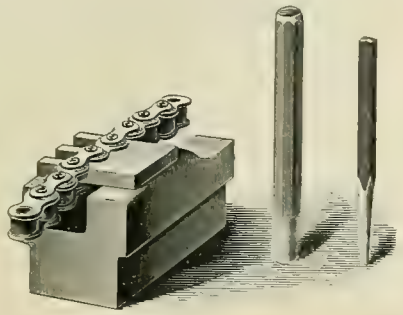
In respect to Great Britain's importation of bicycles and parts, there was a slight falling off in March, the gross total being £17,249, as compared with £19,872 in the preceding month, and £19,484 in March, 1907. The shrinkage was confined to parts, the imports of which declined from £19,138 to £16,588. On the other hand, the receipts of foreign complete machines advanced from 46 in number and £346 in value to 102 and £661, respectively. The re-exports during the month totally only £880, so that the net imports during the month work out at £16,369, as compared with £18,487 in the same month a year ago.

For the first quarter of the current year the imports comprised 170 complete machines, valued at £1,263, and parts to the extent of £48,649, the total of £49.912 being reduced by re-exports to £46.672, as against only £43,794 in the corresponding three months of 1907.

For the Repair of Roller Chains.

When it is necessary to repair a broken chain, it is particularly comforting to have ready to hand just the right tools for doing the job. Riders who have undertaken the task with only a small wrench and a pair of pliers understand exactly why this is so. Roller chains are particularly troublesome in this respect, and on this account the repair set which the Duckworth Chain & Mfg. Co., Springfield, Mass., have just brought out for repairing motorcycle chains should be particularly desirable as an acquisition to the bench kit.

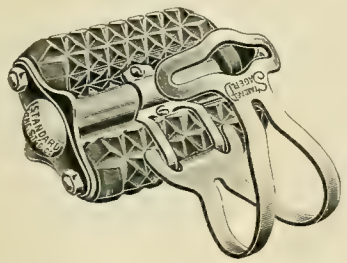
In repairing a chain, the block is secured to the bench, either in a permanent manner, or by inserting it in the vise jaws. The chain is then placed in the groove, with the forcing off plate inserted between the links. With a hammer and the small punch, the studs are then driven through without any difficulty. Similarly in piec-



ing the chain, the side links are driven over the rivets wth a few sharp blows of the hammer, after which the link is forced completely up with a special punch which is included in the outfit. The rivets are then headed over with a few more taps of the hammer, and the job is complete.

Toe Clip for Rubber Pedals.

Soon after the comfortable rubber pedal, brought out by the Standard Co., Torrington, Conn., obtained deserved popularity, the need for a toe clip to fit it also became apparent. Those toe clips applicable to rat-trap pedals being, of course, unsuited



to the larger and more comfortable type, the Standard Co. have been quick to answer the demand. Toe clips as well as pedals being among their productions, and the famous Sager toe clip being owned and manufactured by them, they have adapted it for use on the rubber pedal as shown in the accompanying illustration.

When the Muffler Ejects Blue Smoke.

When the motor appears to be developing but a fraction of its usual power, and the muffler gives forth a blue smoke it is unmistakable evidence of the mixture being too rich. Before making an examination of the working parts of the carburetter, look at the screen in the air intake, which often will be found to be clogged with sufficient dirt to seriously affect the ingress of air.

MAY MEAN NEW IGNITION SYSTEM

Phenomenal Qualities Ascribed to Recently Discovered German Alloy—Its Alleged Free Yield of Sparks.

It it possible that the application of a phenomenon which is at present attracting no little attention in German scientific circles may ultimately lead to the extinction of the electric equipment in connection with the ignition system of the internal combustion motor. If practicable, it would lead to the adoption of an igniter similar to the old-time flint-lock of small-arm history.

"It has been discovered" according to Consular authority, "that an alloy of iron and cerium, lanthanium, or any other of the rare earths (as used in manufacturing incandescent gas mantles) will create luminous sparks on being struck with some metal tool, such as a knife edge, a file, or the like. The shower of sparks given off at the point of impact is sufficient to ignite not only gas, but even a cotton wick saturated with alcohol, and it is possible to utilize these iron alloys for igniting all sorts of explosives. The behavior of these alloys has been found to vary according to their percentage of iron, the sparking reaching a maximum with a content of 30 per cent."

Such a development would seem almost too economical to be a commercial possibility. At the same time, it is by no means inconceivable that the hammer and anvil igniter with striking points composed of alloys of rare earth and iron may be a feature characterizing motor equipments of the future.

Possibilities of Steel Belt Drive.

Although at first sight it might appear totally impossible to employ a flat steel belt for the purposes of the motorcycle transmission, it is possible that recent developments in the use of steel belting for transmission purposes in power plants may cast sufficient new light on the matter to cause a small sized revolution in this respect. As a result of a series of exhaustive trials by a German firm, it has been found practicable to use steel for belting purposes with a remarkable degree of economy. It is stated that on account of the solidity and lightness of the metal, a belt of one-sixth the width of the common leather belt and of considerably less weight may be used to good advantage. As it can be given considerable tension, the distance between the carrying pulleys may be rigidly fixed, while centrifugal force and its effects are reduced to a mimimum. The total power loss is claimed to be not over one per cent., while the slip is less than one-tenth of one per cent.

"Bicycle Repairing;" 208 pages; 209 illustrations. $1, postpaid. Bicycling World Co., 154 Nassau St., New York City.

READING STANDARD

BICYCLES AND RS MOTOR CYCLES

Take the Short Cut to Success.

No lines are so complete or so varied and none offer so many exclusive features of merit that make cycling and motorcycling profitable and pleasurable.

OUR CATALOG WILL HELP PROVE IT.

READING STANDARD COMPANY, = Reading, Pa.

You may want more, but you can't get more value than is in



AJAX TIRES

If you don't already know all about Ajax Tires it is barely possible that they may furnish the reason for the "other fellow's" prosperity.

You can find out for a post-card or a two-cent stamp.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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THE BICYCLING WORLD COMPANY

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 9, 1908.

"As I find it very necessary to have three more copies of the Bicycling World and Motorcycle Review each week, I enclose remittance to cover the extra numbers. It seems that all the boys find your paper valuable and as one copy will not satisfy them, I think the extra three will hold me for a while."—E. L. Hess, Chicago, Ill.

Repartee that is Convincing!

British wit and repartee is famed for having caused the world to wrinkle its brow. Our esteemed English contemporary, The Motorcycle, has given reason for one more wrinkle. The Auto-Cycle Union being twitted by the Bicycling World for thus spelling its title and for failing to spell the name of the organization of which is the vernform appendix thus: Royal Auto-Mobile Club, The Motorcycle resorts to delicious repartee. It opines that it is a question of etymology with which no American editor is competent to cope and suggests that if left to Americans "autocycle" probably would be spelled "aughtosickle." This surely is a "crusher." But what can our learned confrere expect from a tiny, God-forsaken dot on the map in which, while there is room for common sense, is yet so new and untutored that its schools and universities are mere ramshackle huts, and in which the leading citizens of its leading city are prone to doff their overalls and for pastime hunt buffalo in the forests of Broadway and slay Indians on the prairies of Fifth avenue?

Our amiable contemporary likewise contemptuously dismisses American records as "promiscuous," which surely is another "heartbreaker" that will carry conviction to every one employed on its own staff. But it must be true. For surely all honorable men, all trustworthy watches, all truthfully surveyed courses are contained in Coventry—or London. Americans are so busy shooting Indians that while they may have an unpardonable habit of spelling both "autocycle" and "automobile" as one word and of preferring "motorcycle" to "autocycle," they have no such things as honest watches, honest timers and honest tracks. But somehow or other we have an idea that the only motorcycle records that are not promiscuous are those made in America. They first were made under the very rules which England itself helped to adopt, and then failed to respect, and they are still made on practical motorcycles and not on two-wheeled freaks which are more like locomotives than motorcycles. The whole world may know at any time what an American record stands for, which is very much more than can be said of the records made abroad. It stands for the fastest time made anywhere in the world, Great Britain not excepted. Perhaps when they tire of Indian slaying and buffalo hunting Americans may find time to educate themselves to the English policy and sniffle at any record not made on their own doormats and thus try to delude themselves with the idea that theirs are the only world's records—that all others are spurious. It is not only a jolly fine way to create "world's" records, but to hold them forever and aye.

Substitution and Its Effects.

Next in importance to lubricating a motor, or possibly of more importance than lubricating, is the quality of the lubricant which motorcyclists introduce into the cylinders and crank cases of their machines. Most riders are aware of the irreparable damage to the cylinder which quickly will follow the use of insufficient oil, but the necessity for giving attention to the quality of the lubricant is not so generally recognized. They usually accept without question whatever may be offered them, and it is true that usually owners can but rely on the assurances of the dealer from whom the oil is bought. There is no simple method for the consumer to test the quality of the oil and no way by which he can determine that he is getting the brand of oil which he asks for.

It is unfortunate, but it is true, that there is a certain class of merchants who, not being content with the profits derived from a business conducted in a legitimate manner, will strive to increase their incomes by the adoption of methods that would meet the approval only of inhabitants of "the under world." Prominent among these methods is substitution. An apt illustration of the sort just has come to light in Philadelphia, where suits have been brought against eight local garage men who were caught in the act of substituting other oils for the well known brand that was asked for, the purchaser of the oil being the manufacturer of the brand which the dealers professed they were supplying to him. In fact in one of the places where oil was bought, the salesman, under the influence of his patron's "cordiality," admitted that all brands of oil asked for were drawn from the same can.

The only assurance which can be had that substitution is not being practiced, when a certain brand of oil is called for, lies in the reputation which the dealer has acquired by his acts of the past and the opinions of his customers whose dealings with him have been entirely satisfactory. And what is true in the matter of lubricants equally is true of many other things. The smaller component parts of a machine may be made, by an imitator, to so closely resemble the genuine as to almost baffle detection, yet the construction of these parts may be of such inferior material as to render them injurious or useless for the purpose for which they are bought.

There is but one way to guard against substitution and that is to deal only with merchants whose reputation is one of their most valuable assets, and who will not sacrifice their business standing or self respect for the purpose of financial gain.

"Gentlemen will not, and other must not ride with mufflers open," is a crisp statement of fact that deserves general circulation wherever motorcycles are used. It was practically made the sense of a meeting of the New York Motorcycle Club at which the open muffler nuisance was threshed out.

COMING EVENTS

May 10, Newark, N. J.—Opening Newark Velodrome saucer track.

May 9, San Francisco, Cal.—California Associated Cyclists' race meet at Golden Gate Park stadium.

May 9, Fort Collins, Col.—Bicycle race meet at Prospect Park; open.

May 10, Brooklyn, N. Y.—New York Motorcycle Club's annual spring run; 100 miles, to Patchogue and return, and 200 miles to Southampton and return; open.

May 10, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 10 miles handicap road race; open.

May 10, Jersey City, N. J.—New Jersey Division's (C. R. C. of A.) annual spring century run to Plainfield.

May 17, Baltimore, Md.—Crescent Bicycle Blub's 12 miles handicap road race; open.

May 17, Brooklyn, N. Y.—New York State Division's (C. R. C. of A.) 12th annual spring century run to Hicksville and return; open.

May 17, Belleville, Ill.—Bicycle and motorcycle race meet at Priester's park.

May 24, Brooklyn, N. Y.—Eastern Division's (C. R. C. A.) annual spring century run to Amityville and return.

May 28-30, Manasquan, N. J.—48 hours' amateur race; open.

May 30, Aurora, Ill.—Aurora Motorcycle Club's race meet at Driving Park track

May 30, Salt Lake City—Opening Salt Palace saucer and new Salt Air saucer tracks.

May 30, Salt Lake City—Annual 18 miles handicap road race; open.

May 30, Boston, Mass.—Race meet at Revere Beach saucer track.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Millburn road race; open.

May 30, Denver, Col.—Ten miles open handicap road race over Mountview boulevard.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's endurance contest to San Diego and return.

May 31, San Jose, Cal.—California Associated Cyclists' annual 100 miles relay team race.

June 6, Cleveland, Ohio—Cleveland Bicycle Dealers' Association's annual 15 miles handicap road race; open.

June 6, Pitsburg, Pa.—Motorcycle Club of Pittsburg's race meet at Schenley Park oval.

June 6-7, St. Louis, Mo—St. Louis Cycling Club's annual Pike county tour.

June 13, St. Louis, Mo.—St. Louis Cycling Club's 15 miles handicap road race; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

September 20, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 100 miles record run; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"

ARRANGE YOUR VACATION

so that it will include the

F. A. M. ANNUAL MEET,

NEW YORK, JULY 1, 2, 3, and 4, 1908.

Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

MOTORCYCLE RACES, MAY 30.

NARRAGANSETT TRACK,
(1 mile)

PROVIDENCE, R. I.

Ten Big Events. Races for Everybody. Big List of Prizes. Get Entry Blanks from

B. A. SWENSON, Providence, R. I.

Narragansett Park Secured for Meet.

The Providence Motorcycle Club has made a "ten strike" by securing the Narragansett mile track—probably the most famous horse racing course in New England—which seems to assure that its race meet on May 30th will be the biggest motorcycle event of that holiday. The program will be made up of the following events:

One mile novice, single cylinder, piston displacement not over 31.109 cubic inches; 5 miles, twin cylinder, stock machines; 2 miles, for Rhode Island riders who have never won a race; 5 miles for belt driven machines with piston displacement not over 31.109 cubic inches; 10 miles handicap; 3 miles for motorcycles with not over 22.026 cubic inches piston displacement; 5 miles handicap; a 50 miles or 1 hour race; a tri-car race or exhibition, and other exhibitions. Three prizes are offered in each race, excepting the handicap events, for which five prizes will be given. The 50 mile or hour race will have either three or five prizes to be contested for.

CORRESPONDENCE

Good Words for the Spring Number.

Editor of the Bicycling World:

We are just in receipt of the Annual Spring Number of the Bicycling World—the April 25th issue—and after going over its pages very carefully we were very much impressed with the large number of high-class manufacturers represented in its advertising columns.

We wish to congratulate the editorial staff on the way in which the issue was gotten up, as it very clearly brings out the bicycle and motorcycle industry in a way that will certainly increase their demands. Never before to our knowledge has a publication devoted to the bicycle and motorcycle industry gotten out an issue that so thoroughly covers the field as does the issue above mentioned. We also wish to congratulate the advertising department on the way in which they have distributed and displayed the various product advertised.

Taking the special number in a whole it certainly is a very creditable issue.

THE STANDARD WELDING CO.,
C. C. Homan, Adv. Dept.

Criticizes Ovington's Fire Fighting Advice.

Editor of the Bicycling World:

I have just read with amusement Mr. Earle L. Ovington's communication in your issue of the 2d inst., on "blowing out fires on motorcycles." Unfortunately not very many motorcyclists have as much wind as Mr. Ovington has, and even if they had, we do not agree with him that "wind" is the proper thing to add to burning gasolene.

The proper thing to do is to cover the fire to keep the air away from it. I have in two instances stopped the fire in a burning machine by wrapping them around with cloth. If on the road and you do not want to scorch your coat, sand is best. It will not burn the cloth much, if any, if the job is done quickly and thoroughly, i. e., go at it calmly and cover the part that the gasolene is escaping from.

E. H. CORSON, Boston, Mass.

How the New Jersey Law Applies.

Editor of the Bicycling World:

I note in your last issue of Bicycling World that a new law as to motorcycles will go into effect in the State of New Jersey, raising the license to $2, and compelling the rider to carry a number. As I have just renewed by license or registration card (April 16th) at the old rate, I would like to know for how long that is good and when the new law goes into effect. Can you give me such information?

F. A. M. No. 646.

[The law already is in effect. Your registration will hold good until the end of the current year. Certificates issued last

(Continued on page 300)

NELSON SMASHES TWO RECORDS

Lowers Figures for 50 and 60 Miles in Camden-Atlantic City Race—Grogan First at Finish.

Although J. Leon Grogan, an overgrown, good-natured youngster of the North Penn Wheelmen, Philadelphia, won the fourth annual Camden-Atlantic City handicap record run on Sunday last, 3d inst., the phenomenal riding of Raymond Nelson, of the Pleasantville (N. J.) Wheelmen, was the brightest feature of the 60 miles race. Not only did Nelson win the time prize from the 10 minutes' mark, but he broke both the records for 50 and for 60 miles, covering the former distance in 2 hours 21 minutes 18 seconds, and the latter in 2 hours 36 minutes. Nelson cut 25 minutes 42 seconds from the 50 miles record and 28 minutes from the 60 miles record, both of which were established by Charles A. Sherwood, now a professional, in the same race last year. Not only is the fact that Nelson broke the records remarkable, but the time is nothing short of phenomenal, and the figures will probably stand for some time to come.

The fourth annual race promoted by the Stroud Wheelmen, was a success, due to the efforts of that hard-working Philadelphia jobber, George W. Robb. He was ably assisted in the arrangements by Samuel C. Eaton and W. Richard Stroud, at both of whom bouquets could be thrown in good taste. Last year the race attracted a bunch of New York riders—this year the New Yorkers were absent as they had a road race on Long Island, but two Baltimore riders competed, one of whom finished, while the other had the misfortune to finish in the Atlantic City hospital.

Fifty-two riders faced the starter at Camden, and of this number 22 survived the grind to the seashore. The times of only 20 were taken as there were but 20 place and seven time prizes. The limit men, Sullivan of Atlantic City, Rochester of Baltimore, and Vavello and J. S. Miller of Philadelphia, got away shortly after 9 o'clock. A strong wind was blowing and it favored the riders all the way to Atlantic City, which accounts for the remarkable time made by Nelson. There were four starters in the 55 minutes division, and six on 50 minutes, and about the same number on the succeeding marks. The scratch men were Charles Van Doren of Atlantic City, W. R. Stroud of Philadelphia, Richard Hemple and Howard Young, also of the seaside resort.

So far as is known there was only one instance of a rider taking outside pace. F. A. Rochester, of Baltimore, finished fifth but was disqualified for passing the checkers at Egg Harbor behind an automobile. As near as can be learned, after leaving Egg Harbor, Rochester struck a rough piece of road and in his effort to keep behind the automobile he fell, cutting his hands and arms badly. After finishing, Rochester foolishly stood around in the wind. The over exertion and shock was too much for him and he collapsed and in this condition was taken to the Atlantic City hospital. His partner, Thomas S. Taylor, also of Baltimore, finished in eleventh position.

Good-natured Grogan was the first to push his wheel across the tape at Atlantic City, the finish being at the same position as was that of the big Industrial and Young America handicap races held on the Atlantic City boulevard last summer. Grogan had started with the 40 minutes division and he outrode them all, finishing the 60 miles in 3:03:00. James E. Hamilton, North Penn Wheelmen, Philadelphia, was third and then came Nelson,



J. LEON GROGAN

who made such a remarkable showing. Grogan rode a Cleveland bicycle with a 24 inch frame, geared to 84 and fitted with seven inch cranks.

Just what happened to the scratch men no one seems to know. Howard Young was the first to finish and he beat Hemple by one second. VanDoren was some minutes behind and Stroud came in later.

This is the second time the race has been won by a Philadelphian, E. Nelson of the Stroud Wheelmen having captured it in 1905. Albert Dreardon and Elwood Watson won respectively in 1906 and 1907. The summary:

Pos.	Name and Club.	Hdcp. M.	Net Time. H.M.S.
1	J. L. Grogan, N. Penn W...	40	3:03:00
2	J. E. League, A.C.W.....	45	3:08:30
3	Thos. Hamilton, N.P.W....	50	3:25:00
4	R. Nelson, Pleasv'l W.....	10	2:46:00
5	F. E. Sullivan, A.C.W.....	60	3:36:35
6	Geo. Griffith, A.C.W.....	45	3:27:06
7	E. Watson, A.C.W.....	15	2:57:47
8	F. W. Harris, Jr., H.B.Y.C..	50	3:34:28
9	H. Young, A.C.W.....	scrh	2:48:31
10	R. Hemple, A.C.W.....	scrh	2:48:32
11	T. S. Taylor, C.B.C.Balto..	45	3:36:24
12	C. A. Van Doren, A.C.W...	scrh	2:52:18
13	W. E. Reed, A.C.W.....	40	3:32:33
14	G. W. Harris, H.B.Y.C.....	30	3:22:48
15	H. Taviana, A.C.W.....	25	3:20:00
16	H. Collins, Pleas'v'l W.....	10	3:09:12
17	W. R. Stroud, Stroud W....	scrh	3:09:12
18	W. Pinkett, Phila. P.O.....	45	3:49:03
19	Thos. Carson, N.P.W.....	40	3:48:51
20	G. H. Miller, Stevens W....	50	4:05:00
	Time Prize Winners.		
1	R. Nelson, Pleas'v'l W.....	10	2:46:00
2	H. Young, A.C.W.....	scrh	2:48:31
3	R. Hemple, A.C.W.....	scrh	2:48:32
4	C. A. Van Doren, A.C.W...	scrh	2:52:18
5	E. Watson, A.C.W.....	15	2:57:47
6	W. R. Stroud, Stroud W...	scrh	3:00:00
7	J. L. Grogan, N.P.W.....	40	3:03:00

SAN FRANCISCO RELAY RACE SLOW

Garden City Wheelmen's Team Takes the Honors—New Century Had a Grouch and Refused to Enter.

Only four teams started in the annual novice relay race of the California Associated Cyclists, held at the Golden Gate Park stadium, San Francisco, Sunday, 26th ult. The Bay City Wheelmen had few novice riders with any speed and did not enter a team and the New Century Wheelmen would not ride because Chaboya and Waltz were allowed to ride on the Garden City Wheelmen's team.

The race was won by the Garden City Wheelmen of San Jose, whose last relay rider, William Bryant, had the better of the sprint at the end and beat Farrell of the Central City Wheelmen, by a scant half wheel length. Curran, of the Golden City Wheelmen, was only a few inches behind.

The time for the race was slow, the relays being devoted to loafing with now and then an occasional sprint. Each rider covered five miles, the distance being 30 miles altogether. The final time was 2 hours 17 minutes 28 seconds. The different relays ended with riders in the following order:

First relay—C. Bernal (G. C. W.), O. Johnson (C. C. W.), J. Byrne (Golden C. W.), J. Phillips (O. W.). Time, 16:47.

Second relay—McCormick (G. C. W.), C. Molice (C. C. W.), E. Galli (Golden C. W.), C. Brizzone (O. W.). Time, 17:40.

Third relay—A. Waterbury (Golden C. W.), B. C. Burns (G. C. W.), W. A. Edwards (C. C. W.), C. Beught (O. W.). Time, 17:47.

Fourth relay—H. Waltz (G. C. W.), E. Percy (Golden C. W.), W. H. Williamson (C. C. W.), E. Mason (O. W.). Time, 21:10.

Fifth relay—R. Short (C. C. W.), C. Chaboya (G. C. W.), R. Marks (Golden C. W.), T. Penton (O. W.). Time, 22:10.

Sixth relay—W. Bryant (Garden City Wheelmen), winner; B. Farrell (Central City Wheelmen), second; J. Curran, (Golden City Wheelmen), third. Time, 26:42.

Derkum's Defi, with Collins Preferred.

It is evident that W. G. Collins and P. J. Q. Derkum, of Los Angeles, Cal., are not exactly good friends since they parted company as a team. Derkum, through his manager, has issued a challenge to Collins to ride any kind of a race, at any distance, and at any place, for any amount above $100. But as Derkum is a professional while Collins is an amateur and could not compete against him without losing his amateur standing, the defi loses some of its sting. However, Derkum is generous in his challenge; he prefers Collins, but will take on any other rider. He stipulates only that the F. A. M. piston displacement limitation and other rules shall apply.

NEW VELODROME LOSES A STAR

But Despite Severe Accident to Lawson To-morrow's Opening Promises Great Racing—Features of the Track.

One of the bright particular stars will be missing when the Newark Velodrome, as the new six lap saucer track which replaces the old Vailsburg oval is called, is formally opened to-morrow. Iver Lawson, who had been engaged as one of the stars, and as the rider most calculated to give Champion Frank Kramer a close battle, was so injured that he may not be able to race for a month or even longer.

The accident in which Lawson was injured occurred last Sunday afternoon when several of the professionals were working out on the new track, but the full extent of his damage was not discovered until later. At the time, Charles Schlee was leading the bunch, with Moran, Butler and Lawson, in this order, just behind him. On one of the turns Schlee suddenly ran up the bank without giving warning. Moran crashed into him and Butler and Lawson also joined in the mixup. Moran was badly shaken up, and Nat Butler was cut about the head and one leg being badly scraped. Lawson was the most badly injured of the trio.

At first it was thought that he had received only a wrenched ankle, but when after a day the swelling did not subside, Lawson decided to undergo an examination under the X-rays. Dr. Holly, of Brooklyn, made the examination, and he found that a small bone of the ankle had been broken. At present his ankle is in a plaster cast and that means that he will not be able to ride for some time.

There is no doubt but that the new Newark Velodrome is the finest outdoor bicycle board track ever constructed in America. In fact, it is a little better than was intended, as Prince, the builder, in his earnestness to put up a good track exceeded somewhat the original estimates of cost. It measures six laps to the mile, and is constructed of 1x2 inch boards laid on edge, instead of flat as with most outdoor tracks. It measures 140 feet in diameter from the pole line, and is 331 feet from bank to bank. It is 25 feet in width with a 6-foot running board. The turns are banked to 42 degrees and the stretches to 15 degrees at the lowest point. Its great feature is, however, its symmetry. The track is graceful and this fact will make it fast. There is no sudden drop from the turns to the stretches as is the case with many tracks and the riders will be able to keep going fast all the time. Kramer, Lawson, Bedell, Krebs, Fogler and Bardgett all pronounce it the fastest track they have ever ridden upon and their extensive knowledge of tracks in America and abroad makes this assertion carry some weight.



FOUR VIEWS OF THE NEW NEWARK VELODROME

TRIED TO SQUEEZE MOTORCYCLISTS

But Farmer Failed in Attempt to Make Money on an Accident—Wholesale Suit Decided Against Him.

If Angie Harnish had not been so cocksure, he now would be money in pocket. Angie, who lives near Kansas City, owns a horse which is not as well behaved as all horses should be. One day in the early part of last November, on the 3d, to be exact, Harnish was driving his fiery steed when he encountered the Kansas City Motorcycle Club enjoying a club run. The horse at once showed its ill breeding. It shied and then bolted. Opinions differ as to the amount of damage done.

Although the clubmen felt that they were not at fault, they offered Harnish some coin, rather than to be parties to litigation, but Harnish wanted more of it; in fact, he wanted $300, and when the riders refused to give it to him he brought suit and named 14 members of the club as defendants. Last month the case came up for trial before a jury in Justice Young's court in Kansas City. When all the testimony had been heard the jury retired and after a half hour's deliberation returned a verdict in favor of the defendants. Harnish's feelings may be easily imagined as described.

The case is of particular interest to motorcyclists as it is the first one where a wholesale suit against riders of power bicycles for responsibility for a runaway has been brought and decided. The facts as brought out at the trial wer as follows:

On November 3d last, 19 members of the Kansas City Motorcycle Club participated in a run to Greenwood, Missouri, a distance of about 33 miles. During the trip the riders were strung along over four or five miles of the road. When near Greenwood several of the men approached a buggy going in the same direction, containing Harnish, his wife and baby. The man motioned to the riders to stop and they did so, pedaling past the horse. A short time later three more of the riders approached the buggy and, as they claim, the driver did not signal to them, so they continued riding without shutting off power. One of the three motorcyclists was a little ahead of the other two and receiving no signal to stop, he rode on and passed the horse. The other riders, seeing the man jump out of the carriage stopped their machines. In the meantime, the horse had bolted with the buggy containing the wife and baby, and for a moment it looked as though the motorcyclist who had passed the rig would be run down.

Before jumping from the carriage, the driver had wrapped himself in a horse blanket, with the evident intention of breaking the force of his fall; when he struck the ground he rolled over several times, tearing his clothing. When asked why he had jumped and left his wife and child in the buggy, he responded that his wife couldn't jump as she was holding the baby. In the meantime the woman had succeeded in turning the horse into a fence where its flight was stopped.

The motorcyclists asked her if she or the baby was injured, if the horse was hurt or the harness or buggy broken, and she replied in the negative to each question. The wheelmen then continued their trip. But there was more excitement awaiting them.

On returning from Greenwood the motorcyclists were stopped by about two dozen farmers, armed with stones and clubs, who threatened all sort of things if the riders came that way again. The motorcyclists brought no suit against the farmers!

Recruiting F. A. M. Southern District.

E. Y. White, of San Antonio, Tex., the vice-president in charge of the F. A. M. Southern District, is bent on having his district assume its proper place in the organization's affairs. He has issued a stir-



ring appeal to Southern riders to join with him in the good work and to further the object and to build up the membership. Vice-President White personally has offered an F. A. M. watch fob for the member of the Southern District who proposes the greatest number of new members between April 1st and December 31st of the present year. The fob is heavy and of solid gold, and as the accompanying illustration of it serves to show it is well worth working for. At present an Alabama member is in the lead in the competition, that State, Birmingham, in particular, having rolled up a good membership in the last few weeks.

Must Eat Pie at This Meet.

A unique "novelty race" has been included in the program of events which the Aurora (Ill.) Motorcycle Club has arranged for its open race meet at Driving Park on Decoration Day. Each contestant in the novelty race will have to stop at the end of the first lap and eat one quarter of a berry pie; stop at the end of the second lap and drink a glass of water, then ride another lap to the tape. The other events will consist of a mile time trials, one trial for each rider; a pursuit race, the man leading when fifteen minutes have elapsed winning; a five mile scratch race, and ten mile handicap.

WHERE PROS REMAIN AMATEURS

Paradox Made Possible by Foreign Practice —F. A. M. Rule Stirs Britons and Illuminating Views are Exchanged.

England so long has criticized and found fault with the amateurism prevailing in other countries and so generally has constituted itself the supreme court, that the discovery that the rules of the Federation of American Motorcyclists will not permit competitors to be amateurs in America and professionals abroad, or vice versa, appears, oddly enough, to have proved something of a shock. In Great Britain, or in England, at any rate, it seems to be the opinion that sportsmanship, that is, amateurism, is wholly a matter of muscle, and that there is nothing inconsistent, if, on the same day, on the same track, the same man immediately after winning a cash prize in a foot race or bicycle race for professionals, immediately mounts a motor bicycle and competes as an amateur with amateurs.

An innocent little item which appeared in the Bicycling World stating the tenor of the F. A. M. rule and remarking that Americans who offended the rule abroad would thereby forfeit their amateur status at home, appears to have been the first knowledge that the Britons had of the situation. It appeared to considerably arouse some of them and to make the matter assume almost the importance of an international question. The immediate effect was the receipt of two communications by President Betts of the F. A. M. The first of them from the editor of the Motorcycle, is as follows:

"Dear Sir.—I notice a paragraph in 'The Bicycling World' regarding the disqualification of competitors who may be likely to compete in the Land's End to John O'Groats Trial organized by the Auto-Cycle Union of England, and which will take place in June this year.

"The paragraph says that the British competitors in this trial are allowed to take cash or medals at their option, and this is the reason why any American rider would under the rules of the F. A. M. be prevented from competing in America as an amateur.

"I think you are under a misapprehension with regard to the conditions and rules for the A. C. U. Trials. It is the first time I have heard that riders were allowed to take cash or medals for the awards in this competition. It is true that cash was awarded as prizes in the International Tourist Trophy Race held in the Isle of Man last year, but no cash prizes have been awarded in the Trials to the best of my belief.

"I hope you will withdraw the threat published in 'The Bicycling World,' otherwise I understand that two or three intending competitors will not come over this year

and swell the entries for the A. C. U. Trials.

"I should also like to point out to you that in these Trials there is a separate class for private owners with separate awards, and the private owners do not compete against the professional riders (trade riders as the are called on this side) therefore I cannot see how any amateur American rider could be said to be infringing your regulations provided he enters in the private owners class.

"I have sent a copy of this letter to Mr. T. K. Hastings, who I understand is the Vive-President of the F. A. M., and another copy of the Editor of 'The Motor Cycle Illustrated,' New York."

The second letter to Mr. Betts was from the secretary of the Auto-cycle Union, the ruling body in England and Wales. It was as follows:

"Dear Sir—I notice in a cutting from the 'Bicycling World' it is reported that you regard all English motorcyclists as professionals, and I take this opportunity to prevent what perhaps might create a false impression on your side. As a matter of fact this Union does not recognize any distinction between amateur and professional riders, as we look upon the motorcycle competitions in the same way as yacht racing, viz.: that it is the machine and not the man. We have a Class for Private Owners, and our definition is as follows:

"'I hereby declare (a) That I do not obtain any assistance in money or kind from a manufacturer or agent of motorcycles or accessories. (b) That I am not in the employ of the agent or manufacturer of the machine I ride or the accessories I use. (c) That I am the bona fide owner of the said machine and its accessories.'

"Motorcycling is not recognized here as an athletic sport in any shape or form, and our men are allowed to compete with amateur cyclists at meetings held under the rules of the National Cyclists' Union or the Amateur Athletic Association. I shall be glad, therefore, if you will kindly get your Federation to remove any bar they may have placed upon American riders taking part in events promoted by this Union. As you are no doubt aware, Mr. T. K. Hastings, of New York, came over here last year and competed in our annual six days trial, and I am hoping that he will again come over in July next, and possibly some other American riders, to take part in our Land's End to John O'Groats run, and they will be assured of a hearty welcome. I may say that in this event no cash prizes are awarded, only trophies and certificates, and we have a special class for private owners, with a strict definition. I think it would be a great pity if your Federation place any restriction upon American riders competing in any event organized by this body, and I hope to hear from you as early as possible that your Federation will remove any difficulty they may have placed in the way of your riders competing over here."

To the latter communication, the president of the F. A. M. replied as follows:

"Dear Sir—Your unsigned favor of the 12th inst. is received. The statement which appeared in the Bicycling World is merely a statement of a self-evident fact based on the amateur rule of the F. A. M., which is as follows:

"An amateur shall be construed to be a man who has not competed in any sport against a professional or for cash, whether in the form of prizes, wagers, gate receipts or 'appearance money'; who has not sold or otherwise realized pecuniary benefit from a prize, and who does not engage in competition as a means, or a partial means of livelihood."

"The language of this rule is so clear, that I think you will agree that it is not capable of misunderstanding or misinterpretation. The published statement to which you refer was inspired by an item which appeared in one of your own journals, and also by that fact that at about the same time an American, who contemplates a visit to your shores, had made inquiry of Mr. Roland Douglas, chairman of our competition committee, and obtained an opinion to the same effect. This organization, like practically all other sports-governing bodies, recognizes but two classes, amateurs and professionals, but naturally it is the privilege of promoters to restrict their events to private owners, or to limit them in any other way, so long as such restrictions do not infringe our amateur rule.

"The last copy of your rules of which we are possessed are those adopted in 1905, but we are not wholly unfamiliar with the two classes established by you; i. e., trade riders and private owners, nor are we unaware that such classification is based on the fact that motorcycle competition in its broadest sense is not an athletic sport. I trust, however, that I am not overstepping the bounds of tactfulness when I state that in my opinion sportsmanship is not a thing to be measured, or limited, by the size of a man's muscles or his strength of wind, or by the instrument which he employs. Esteeming it a test of speed, skill and courage in which the one-man factor is dominant, the F. A. M. regards the man and not the machine as the master, and has placed motorcycling in the realm of sport, of which the amateur definition is the foundation; and I am not unhopeful that the time will come when the man who is a professional in any sport will be universally regarded as a professional in all sports, for it appears logical that that which is not a sport is a business or profession.

"Earlier in the career of the F. A. M., a lapse in its rules made it possible for a limited number of professional cyclists to compete as amateur motorcyclists, a fact which caused continuous disturbance and which even brought objection from one of our allies, of which there are three: the Amateur Athletic Union, the American Automoblie Association, and the National Cycling Association. The mistake in question has been rectified, and I feel quite certain that you will admit that it scarcely would be consistent or proper did we recognize as legitimate, when committed abroad, that which our rules specifically define as illegitimate on this side of the water.

"I note that your rule which applies to the private owners' class does not require that it be restricted to amateurs, and that it does not prohibit the competitors from accepting cash as prizes, even though this practice may not prevail. Our understanding that they were given their choice of medals or money was conveyed by a gentleman who stated to me personally, and to others, that he was offered that choice. I may add that we do not consider mere trade connection as prima facie evidence of professionalism, and that, therefore, your 'trade riders class' also would seem automatically to professionalize any American who might be forced, because of his occupation, to compete in that class.

"We are not insensible of the desirability and the stimulating effects of international competition, and, at any time that suits your pleasure, we are quite ready to enter into any negotiations that may assist in promoting that end.

"May I also embrace this opportunity to inquire the basis of your ignoral of the world's records created in this country, as reported in a recent issue of the Motorcycle of Coventry? As, until last Fall, when we learned definitely that it no longer was being respected abroad, we very rigidly adhered to the 110 pounds limit fixed by the late international federation (to the secretary of which our application was forwarded several years ago and never acknowledged) for absolutely no other purpose than that our records should stand unquestioned, we are led to believe that your failure to accord American performances their due is traceable to lack of information concerning either the facts or the figures. We never have doubted or ignored your records and feel that ours should be accorded similar recognition. If there is any information you desire, it will be cheerfully furnished."

To the editor of The Motorcycle, Mr. Betts sent a copy of the foregoing letter, at the same time advising him that copies had been mailed to Mr. Hastings and the Motorcycle Illustrated.

Since the communications were exchanged, the secretary of the Auto-Cycle Union has made no sign, nor has the editor of The Motorcycle, who seemed anxious that his statements appear in print in America, permitted the American views to appear in his columns. He merely reprints the F. A. M. rule as confirming his "worst suspicions" and with charming guile expresses the hope that Americans will come over even if they must become professionals.

Meanwhile, a motorcycle race has been held on the big Brooklands track near London, in which the choice of cash or plate openly was offered to the competitors, who included "trade riders" and "private owners."

FIFTY START AT VALLEY STREAM

Exciting Finishes Mark Ten Miles Handicap—Ztile Wins the Race and F. Eifler the Time Prize.

Lack of experience in management was the only fault with the ten miles handicap road race at Valley Stream, N. Y., last Sunday, 3d inst. In spite of this drawback the promoters—the International Cycle Association, which, as the program stated, "is the only Cycle Club in New York City which is open to all males of good standing, regardless of race, creed, or color"—deserve a great deal of commendation. It was the first open road race of their promotion, the first of the season in the metropolitan district, and with a bicycle for first prize, and the fact that more than fifty riders started, shows that road racing has not lost any of its prestige.

The course was from West's Hotel at Valley Stream and, contrary to all established precedents, it was not run on the Merrick road. Instead, the course lay 2½ miles on the road at West's leading north of the Merrick. This stretch was covered twice to make the required 10 miles. The race was badly managed, though that was not entirely the fault of the International Cycle Association which, as Hardy Jackson, the indefatigable president, or Ike Lindsay, the hard-working secretary of the race committee will tell you if you are at all interested, "contains cyclists of all nationalities—Baptists, Presbyterians, Methodists, Catholics." Rather was it the fault of the missing starter and chief timer. Base villain that he was, he flunked. He had to go and get sick and so could not lend his aid. Without such an important personage it is little wonder that things went wrong and that the scratch bunch left the mark a few seconds before they should have departed. Some one has to be blamed for the mismanagement, and the starter and chief timer was sick and couldn't be there, so he might as well take the blame.

It really was an inspiring sight for the Merrick roaders when the bunch lined up for the start, only a couple of hours late. To name all the old timers would be to fill columns. Suffice it to say there was President Adee, of the National Cycling Association, looking cheerful but frozen, and in contradistinction to Chairman Kelsey, resplendent and refulgent in a new spring suit.

Mishaps began soon after the start. Clarence Carman, who has been doing stunts on the flat floors this past winter, and who was picked as the winner, from the fact that he had the unusually generous handicap of three minutes, was the first to suffer. He felt so strong that he jerked one crank off his bicycle soon after the start. That didn't feaze him in the least, so he ran back, jumped on another wheel and started after the bunch. He caught them, shook them, caught the limit men, and was leading the first time around, when a tack made the acquaintance of his tire.

Another rider who distinguished himself was Charles Stein, of the Empire City Wheelmen. Young "Whitey" Stein, as he is known, got away from the 1:30 bunch when they all fell at the first turn, and if the race had gone another mile he would have overtaken the limit men. As it was Stein covered the distance in 38:54, and there are many who think he won the time prize, instead of the scratch men. William Vanden Dries, the Military Athletic League champion, was a puncture sufferer. The champion did not get a run for his money, as his tire went flat within a quarter of a mile of the start.

The finish of both the leading and the scratch divisions was exciting and might have been even more so had not the large crowd of spectators narrowed the road to little more than a lane. It is a wonder there were not spills, but fortunately no mishaps occurred and Hugo Zeile, of the Brower Wheelmen, an added starter with 3 minutes 30 seconds handicap, beat John Becht, a 3 minute marker, by only a half wheel. The same distance separated the first five men, B. J. Vincent, of the International, etc., getting the decision for third place by a very narrow margin over Maurice Rosenblum, of the Tiger Wheelmen. Rosenblum is a young florist, who rides merely for the sport, but he shows earmarks of becoming a good rider. John Miller, of the promoting organization, was the last of the leading bunch.

Frank Eifler beat his brother Joseph by a quarter of a wheel for the time honors. Joe and Frank had a little sprint side by side and Nerent could not have gotten by even if he had wanted to. Anyway, he did not show any desire to pass and Schlosser, his running mate and "partner in crime," was fourth of the honor markers. Eifler's time was 37:37. The record for 10 miles is 24:05, held by Henry Schafer, of Dunkirk, N. Y. The summary:

Pos.	Rider	Hdcp. M. S.	Time. M. S.
1	Hugo Zeile	3:30	39:49
2	John Becht	3:00	38:19⅕
3	B. J. Vincent	3:30	39:49⅖
4	M. Rosenblum	3:00	39:19⅗
5	John Miller	3:00	39:19⅘
6	Gus Hany	3:00	39:20
7	Clarence Carman	3:00	39:38⅕
8	Chas. Stein	1:30	38:54
9	John Gioletto	3:30	39:33
10	Frank Eifler	scratch	37:37
11	J. M. Eifler	scratch	37:37⅕
12	Chas. Nerent	scratch	37:37⅖
13	C. M. Schlosser	scratch	37:37⅗
14	J. P. Berlenbach	1:30	40:07⅗
15	C. Martin	3:30	42:07⅘
16	M. Struber	3:00	41:39
17	Richard Hughes	3:30	42:17
18	Samuel Struber	3:00	42:12

The Crescent Bicycle Club of Naugatuck, Conn., is showing signs of life. The members will ride to Meriden on Decoration Day and steps are being taken to hold a series of races on July 4th.

McFARLAND AND CLARKE ARRIVE

Return of Australian Only Partially Relieves Salt Lake Situation—Dearth of Riders Worries the Managers.

A. J. Clarke, the Australian rider who gained considerable fame and the sobriquet of "Rocket," by breaking several world's records on the Salt Palace saucer at Salt Lake City last season, is in America. So is Floyd A. McFarland, the veteran campaigner, who discovered a world-beater in young Clarke and took him to Australia after the season closed in Salt Lake City last year. The pair arrived in Salt Lake City Sunday morning last, 3d inst., looking bronzed from a summer's riding in Australia, and none the worse for the long ocean voyage.

McFarland says that since leaving America last season Clarke has developed a remarkable sprint and has covered an eighth in 11 seconds which, if true, will doubtless make him unbeatable, as 12 seconds is considered remarkably fast time for a finishing eighth.

Just what McFarland will do remains to be seen. The veteran did not commit himself to the Salt Lake reporters. He has not signed for either of the Salt Lake tracks and the probabilities are that he will not until he has a conference with P. T. Powers of New York City.

As soon as Powers learned that McFarland had arrived in America he sent him a telegram, the contents of which, however, he would not divulge. If the riders now at Vailsburg will agree to remain in the East, Powers will open Madison Square Garden for bicycle racing this summer, and the chances are ten to one that he will bring McFarland East, that is, if McFarland does not sign for Salt Lake in the meantime. It is understood that Clarke is bound to remain in Salt Lake City, and as McFarland is looking after the Australian, the situation is perplexing for the pair, to say the least.

It is evident that the Salt Lake managers are beginning to worry because of the dearth of good riders. The Salt Lake papers are publishing columns of stuff to the effect that riders who have signed elsewhere intend, nevertheless, to ride in Utah. Last Sunday one of them stated that Lawson surely would ride in Salt Lake City on Decoration Day, and also that Taylor probably would go west. Now that Lawson has been injured, he is out of it, of course, but even so he had more than a week ago signed to remain at Vailsburg all summer. Despite this, Manager Redman, of the Salt Palace saucer, is using Lawson's name quite freely in the advance notices that are being furnished to the newspapers in Salt Lake City, and the impression is being created that Lawson actually is committed to riding there.

DANVILLE'S FIRST HILL-CLIMB

Promoted Quickly and Conducted According to Callendar's Formula, It Begets Dissatisfaction—Honors Easy.

One of those wearisome mathematical sporting affairs termed a hill climbing contest according to Callendar's formula and in which a pair of scales and pencil and paper and an involved lot of figuring is necessary before it is possible to decide the winner, occurred in Danville, Ill., on the 1st inst. It was the first motorcycle event held there and as it was promoted rather hurriedly, and F. A. M. sanction obtained on short notice, not every one was well posted or well satisfied. Apparently in order to please as many men as possible and to provide "honors" for practically every brand of machine, the contest was split up into an unusual number of classes.

The contest was held on Langley's hill, a "rise" 1,660 feet long. The results, according to Callendar's formula, are arrived at by multiplying the time by the piston displacement, the product divided by the combined weight of machine and rider, giving the score, the lowest score being the best one. The official results were handed out in the form of the appended table, but it has been impossible to reconcile them with the standard displacements of several of the machines employed:

Class F—30.50 or Less.

Rider.	Machine.	Weight Rider.	Weight Machine.	Time.	Score.
J. S. Woodworth, Chicago	Excelsior	156	193	37½	2.870
C. H. Lang, Chicago	Harley-Davidson	140	180	37½	3.110
J. H. Byerly, Danville	Excelsior	150	193	44	3.122
Adelard Mercila, Chicago	Armac	130	166	37½	3.129
Lionel Vallais, Chicago	F. N.	130	160	39	3.339
H. V. Benjamin, Danville	Armac	162	210	56¾	3.839

Class G—50.50 or Less.

Gillispie, Danville	N. S. U.	140	230	49½	5.406
Herbert Miller, Danville	N. S. U.	190	240	57	6.430

Class H—Free For All Stock Machines.

Lionel Vallais, Chicago	Armac	130	160	40	3.413
Adelard Mercila, Chicago	Armac	130	130	45	3.874

Class I—Racers. 30.50 or Less.

Charles Van Sickle, Chicago	Indian	163	127	27¼	2.721
Gillispie, Danville	Harley-Davidson	140	160	42	3.753

Class J—Racers. 61 or Less.

Charles Van Sickle, Chicago	Indian	163	136	26½	5.347

Class K—Racers. 50.50 or Less.

Charles Van Sickle, Chicago	Indian	163	127	29	2.396

Cleveland Certain to Have 77 Prizes.

From all indications the 15 miles road race of the Cleveland Bicycle Dealers' Association to be held in that city on June 6th, will be one of the biggest events of the year. At its last meeting it was announced that the 77 dealers and jobbers in Cleveland would contribute prizes. It is planned to hold the road race in the morning and a track meet at Glenville in the afternoon, if the track can be secured on that date. The association has elected the following officers and appointed the following committees: W. H. Coles, president; Charles Alverson, secretary; J. H. Collister, treasurer; finance committee, Charles E. Weaver, chairman, C. A. Peck, L. J. Mueller, L. E. Horton, Bert Molineaux, Phil. Dorn, Arthur Hormay, L. H. Much and George E. Poormay; publicity committee, Harry Smith, chairman, C. B. Germer and L. E. Horton; course committee, George Collister, chairman, Bert Molineaux, C. A. Peck and L. J. Mueller.

"Major" Taylor Floating Toward France.

All doubts as to whether "Major" Taylor will remain in America or go to Europe were removed on Thursday of this week when the negro rider, his wife and child, sailed on the French liner, La Provence, for Havre. The negro made up his mind at the last minute to accept the offers of European managers and will ride in Paris for two months at least. He probably will compete in America later.

Bayonne Riders Race on Boulevard.

Several Bayonne riders held two races on the Hudson county boulevard last Sunday, 3d inst. The four miles race for a gold medal was won by Harry Silverstein, of the Reading Standing Wheelmen, who beat Tony Siegletch, of the Columbia Road Club by a narrow margin. Time, 14:00. The two miles event was won by W. F. McGimpsey. Charles Tighe was second. The time was not announced.

Gold and Silver Cups for Motorcycle Meet.

Six events have been carded for the Motorcycle Club of Pittsburg's race meet at Schenley Park oval, Pittsburg, Saturday afternoon, June 6th. Gold and silver cups will be offered as first prizes and gold and silver medals for second and third prizes. The program: Three miles novice; 5 miles for club members; 5 miles for private owners. Two unauthorized "championships" also are carded.

NEW JERSEY SPECIFIES THE TAGS

Commissioner Smith Adopts the F. A. M. Suggestion—Also Promises to Suppress Open-Muffler "Fiends."

Although motorcyclists, residents and non-residents alike, now must pay $2 per year for the privilege of using the so-called public roads of New Jersey, and though the amended law also requires that they shall display numbers on the "front and side" of their machines, J. B. R. Smith, the fair-minded Commissioner of Motor Vehicles, has heeded the request of the Federation of American Motorcyclists and will apply the law relating to tags in a sane fashion. President Betts, of the F. A. M., pointed out to him that the heavy metal plates used for automobiles are both dangerous and unsightly, wherever displayed, and attached to the front of motorcycles they would interfere with the grip control; he suggested that numbers "painted or otherwise displayed on the rear mudguard" was about the only place they could be "conveniently, safely and uniformly displayed," and Mr. Smith has adopted that language in issuing the necessary order, as follows:

"In pursuance with the provision of section 21 of the motor vehicle act, as amended by the laws of 1908, I hereby prescribe that the identification mark to be borne by motorcycles shall be as follows: In addition to any mark containing the number of the registration certificate of any motorcycle to be displayed on the front and the side thereof as may be found convenient or possible, there shall be painted or otherwise displayed not less than two inches in height arranged perpendicularly on the rear mud guard of each motorcycle, the number of the registration certificate of said motorcycle. The said figures shall be displayed in such a manner that they shall at all times be easily seen and read."

The president of the F. A. M. also suggested to Commissioner Smith that he would be serving the interests of motorcycling if he would bring to bear on the open-muffler "fiends" that part of the New Jersey law which prohibits excessive noise. Mr. Smith stated that the suggestion was "very timely" and that he will act on it.

Not all of the New Jerseymen have accepted the revised law as final. The automobilists are preparing to test its constitutionality and the recently-formed New Jersey Motorcycle Club has joined the movement, having denounced it "as class legislation of the most ill-advised kind, under the special guise of police control," and passed the following resolution:

"Resolved, That it is high time that the motorists of this State, and all of those interested in and connected with the sport, stand and be counted, so that at the next coming election we may help to elect Senators and representatives to the Legislature who will represent our views, and thus also demonstrate to the leaders of both political parties that the motorists of this State hold the balance of power in any election."

LITTLE AIDS THAT LIGHTEN LABOR

The Experienced Motorcyclist Draws Lessons from a Refractory Union—One Hearer's Easy Cleaning System.

After the "Committee on Vacation Tour," which committee consisted only of the Youngster, had "reported progress," the Experienced Motorcyclist began the evening's discussion.

"Have you ever started to do some little repair or replacement job on a motorcycle," he asked, "and instead of completing it in the five or ten minutes which you had thought would be all the time necessary to accomplish it, find that it took a half hour or more to do it? I have," he added, without waiting for the others to reply." I've sweated and fretted for an hour over some job that, if all had gone well, should not have taken one-fourth of that time.

"I can well recall an experience of the sort. I wanted to do some little repair which required the removal of the exhaust pipe from the explosion head. Ordinarily it would take me about five minutes to make this disconnection, but on the day in question, I fussed and I monkeyed around, but I couldn't loosen that confounded union. I tried monkey wrenches, flat wrenches, and Stillson wrenches. I got a good grip on the union with a Stillson wrench; then I increased the leverage by putting a piece of pipe over the handle of the wrench, but pull as hard as I could, the union wouldn't budge. Finally I put so much strain on the wrench that its jaw broke, but the union was as tight as ever.

"By this time I began to fear that if I used a larger and stronger wrench, or increased the amount of leverage I had been using, I would do some damage to the machine. I feared I might break the head; so I suspended operations and sought the advise of a machinist to whom I related my difficulties. Acting on his suggestion I next poured kerosene over the union and around the threads and waited for ten or fifteen minutes to give it time to soak in. When this time had expired I tapped the union with a hammer, hitting sharp light blows, first on one side, then on the other. After doing this for about a minute I again tried a wrench, and this time had no trouble in getting the pipe off.

"When I had completed the job that I started out to do, I reassembled the machine, but I took care then, and have always taken care since then, to smear the pipe threads with graphite before connecting the union. I might add, for the benefit of those of you who don't know it, that if you will use graphite in this way when making metal to metal connections, especially on connections that are subject to heat, you will have little or no trouble of the kind I have related."

After a few minutes of desultory conversation following the conclusion of the Experienced Motorcyclist's remarks, one of the other members secured the attention of "the club."

"Most of us have had experiences similar to the one the E. M. speaks of," he said, "but if there is any one thing that can be signalled out as more disagreeable than others in connection with a motor bicycle, it is the operation of cleaning it; that is," he quickly added, "the operation or method which usually is followed.

"For many months after obtaining my first machine I dreaded the job of cleaning it. Ordinarily, it is a heart-breaking, backaching task that a man is most willing to dodge, if he can. But if one wants to look well and have his machine act well, he must take care of it; he must keep it clean and he must have knowledge of its parts. He must watch all the nuts and keep them tight, and he must be certain that everything connected with the machine is right and proper; and the only way to have this certainty is by personal contact and observation. It may be all right to store your machine in some public place and trust to the efficiency of the employes to take care of it, but that sort of thing does not appeal to me. I want my knowledge to come first hand and not from some one who is interested in my welfare only insofar as may be necessary for the purpose of getting some of my coin."



"Well, what's the answer?" broke in the Youngster.

"Quiet there, you!" said the E. M., scowling at the interrupter. "You'll hear the answer before you get old enough to understand it."

The Youngster having lapsed into silence, the speaker continued.

"After sitting on the floor, sitting on boxes, or lying on my back, whenever I had to clean up or make some adjustment, for several months, I hit on a proper scheme, one that has added greatly to my comfort and robbed the cleaning operation of its disagreeable feature. I built a platform six feet long, two feet wide and about twenty inches high; the approach to it is by means of an inclined board, which I remove when the machine has been trundled up it and put in the stand. Now I do my cleaning while standing up, or sitting on a stool in a normal position. I no longer have to lean over in an uncomfortable position and, really I do not find that cleaning the machine or making a repair involves the least discomfort, actually, I rather enjoy it.

"In the base of the platform, I have constructed a couple of drawers and a sort of a cabinet. In the former I keep my tools, and in the latter I have an excellent place for waste, oil and funnels. Altogether it's a fine scheme, and could well be adopted in public storage places, where the employes would appreciate the additional facilities afforded them for doing their work."

"Speaking of lying," remarked the irrepressible Youngster—who was smarting under the last rebuff and now broke in without his remark having the least relation to the subjects under discussion. "Speaking of lying, do you remember the little tale of the chap who rode so fast on a motor bicycle that the telegraph poles resembled a picket fence, and how George Sherman passed him, and George was going some, too, because the alternate fields of corn and beans which he passed looked like succotash. I read a story to-day in an English paper that can be added to these two choice gems of classic dreams.

"A man sold a twin cylinder motor bicycle to a novice. The novice returned the machine a couple of months later, alleging that it would no longer climb hills as it used to. The mechanic, to whom the dealer submitted the machine, speedily found that the inlet valve was altogether missing from one cylinder, and presently he noticed a gaping rent in the top of the piston, which proved that the valve had gone through it and down into the crank case. On dismantling the crank case he found an absolutely spherical metal marble. This proved—so he says—to be composed of the moulded remnants of the inlet valve, which had dropped into the engine owing to its cotter pin coming out. It had worked in between the fly wheel and a cheek of the crank case, and had scored a deep groove in the aluminum all the way round. That's all," concluded the Youngster, as he grabbed his hat and slammed the door behind him.

Spare Space Needed for Carbide.

Cyclists who use gas lamps should bear in mind that carbide increases in bulk very materially when it becomes wet. Care should be used, when putting carbide in the lamp or generator, not to fill the receptacle more than three-fifths full. If a greater quantity is supplied it is very probable that the container will be broken when the carbide expands.

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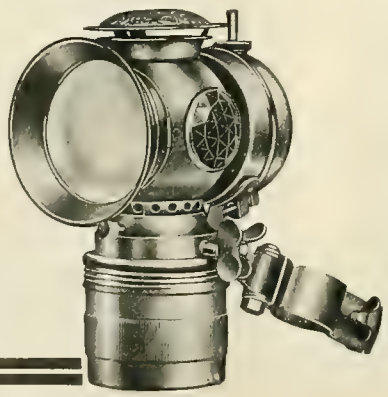
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SOLAR all nickel acetylene Gas Lamp projects a white light 100 feet ahead. It is acknowledged to be the only safe acetylene lamp for Bicycle or Motorcycle use.
It is simple in construction; it is made entirely of heavy brass. Above all—it will burn for 5 hours, and will not jar or blow out.



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For 36 "NEVERLEAK" certificates we will send you this fine, 10 year guaranteed, solid gold filled watch. You simply cannot tell it from a $100 solid gold watch. It is an open face, No. 12 size, very latest thin model, and has a fine, 7 jewel American movement, bridge model, nickel damaskeened with cut expansion balance, safety pinion, screw bankings, straight line lever escapement, hardened and tempered Breguet hair spring, quick train, exposed winding wheels, and is fitted with white enameled dial. It is stem winding and stem setting. Any "NEVERLEAK" premium certificates will apply on the watch. Send certificates direct to



BUFFALO SPECIALTY CO., Buffalo, N.Y.

"Supplies the Missing Link"



64 pages bristling with the useful advice and suggestion desired by all motorcyclists.

25 Cents

New York, March 16, 1908.

Bicycling World Co.:

Gentlemen: I received your book "Care and Repair of Motorcycles," and after reading it carefully I must say that it supplies the missing link. It is a book which should be in possession of not only the trade, but of every owner of a motorcycle.

I congratulate you on the issue and have every reason to believe that it will facilitate the motorcycle business.

C. KAUFMAN,
Mgr. The Motor Equipment Co.

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BICYCLING WORLD CO.
154 Nassau Street, NEW YORK

Juvenile Thieves Did a Thriving Business.

That the practice of stealing bicycles and subsequently disguising them is not confined to professional thieves of mature years, developed one day last week when the police of the Oak Park Station, Chicago, Ill., discovered two boys in the act of "lifting" a machine from the curb in front of a private dwelling. One of them, Joseph Walsh, was captured and subsequently led the policemen to a "cache" where six complete machines and portions of another were recovered. The youngsters had developed a more or less extensive business in their own neighborhood and were selling anything in the bicycle line, from sundries to complete machines, assembled to order and at "bargain" prices.

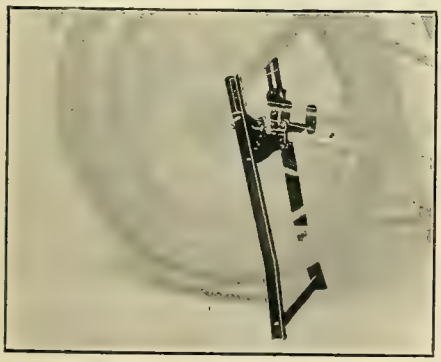
Cyclist Paced by His Own Automobile.

Some men have curious methods of obtaining enjoyment. A foreign contemporary tells of a once famous racing cyclist, now a well known motorist, who takes his bicycle with him when he motors into the country. There his chauffeur takes control of the car, while the owner mounts his bicycle, and with the automobile setting pace, rides close behind it and has a fast spin for several miles. It is hard to understand where the fun comes in when scorching in close proximity to a gasolene exhaust pipe and in the midst of a cloud of dust raised by the automobile.

Poetical Rider First in a Road Race.

Franklin Fisher, who sometimes breaks into poetry, won the ten miles closed handicap race of the Empire City Wheelmen, in Brooklyn, last Sunday, 3d inst. Charles Frohmeyer was second, Bob Lawson third, and L. J. Weintz fourth.

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FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact. (weight 3 lb. 9 oz.) Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs cannot get into the spokes.

Clamps of new design, having two point contact on frame which eliminates all danger of tubing crystalizing.

Quickest operated. Beautifully nickeled and enamelled in Black and Indian Blue.

Specify Make of Machine When Ordering
Manufactured by
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CORRESPONDENCE.

(Continued from Page 290)

year will be recognized until one year from their respective dates, but at their expiration their holders must pay the full amount of the new fee for the remainder of this year.]

Holder of Five Miles Competition Record.

Editor of the Bicycling World:

Can you tell me who holds the 5 miles amateur record for competition, and where it was made?

H. LA BELLE, Salt Lake City.

[The five miles track record for competition is 10:31⅗, made by S. H. Wilcox, at Ogden, June 28, 1905.]

Road Race at Salem Marred by Mishaps.

A five miles road race for boys under 18 years of age, in which eight riders participated, ended disastrously at Salem, Ore., on Saturday, April 25th. Elmer Smith, Glenn Maurer, Clifford Smith, Merrill Penn, Russell Fields, Robert Bean, Clarence Shaw and Carl Hinges started. Smith took the lead for a mile, when Hinges came to the front. In making a turn after crossing a bridge, Hinges swung wide, taking Shaw with him. The latter was hung up on a barb wire fence, and although painfully injured, remounted and continued in the race. All the boys got together again and nothing happened until on the return trip at the same place the other accident occurred Shaw and Hinges came together again. Hinges' bicycle was broken, but Shaw got in the running and was leading until he ran into a wagon. He came down under the wagon, the wheel of which passed over his shoulder. His bicycle was a complete wreck, but almost miraculously no bones were broken, although he was bruised from head to foot. The other boys finished, Clifford Smith getting first place in a pretty sprint. The time was 22 minutes.

Only Half the Bedells in Europe.

Despite the fact that both Les Sports and L'Auto, the Parisian sporting dailies, announced that the Bedell brothers, John and Menus, had arrived in Paris and would go to Germany to ride behind pace, only one-half of the statement is true. Menus has gone abroad, but John is in Newark, N. J., and will be at the opening meet at the Newark Velodrome. He has not fully made up his mind whether he will remain in the East, go to Salt Lake City, or join his brother on the other side.

St. Louis Road Race to be Six Laps.

At the May meeting of the St. Louis Cycling Club, held Friday night, preliminary arrangements were made to hold a 15 miles open road race over a 2½ miles circular course in the section of Forest Park immediately north of the art museum. This course was declared to be one of the finest in the country. The roads are good, comprising both level stretches and hills, and the contestants can be seen from start to finish. The race will be held under N. C. A. sanction and rules and as the prizes will be of high order, outside talent will no doubt be attracted. An entry fee of one dollar will be charged and entries will close on the evening of June 8. E. N. Sanders, local representative of the N. C. A., is chairman of the committee to perfect the necessary details for the race. June 13 has been selected as the date.

Saxon Williams Joins the Bunch at Vailsb

As it is a long walk from Salt Lake City to his home in Buffalo, N. Y., Saxon Williams has decided that he will chase the cash at the Newark Velodrome instead of at Salt Lake City. Saxon arrived in New York this week and immediately began training at the new saucer. His decision to remain in the East may have been influenced by the advice of Trainer William Bowles, "Esq.," who suggested that the "rigors of the exacting and pulchritudinous winters of our beloved U-tah are too severe for one of Sax's delicate temperament," which may be true, whatever it may mean.

Chicago Offers Big Prizes for Road Race.

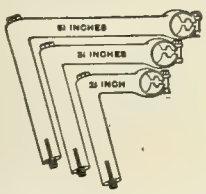
The Chicago Cycle Dealers' Association is planning to hold the biggest bicycle race that has ever been held in Chicago, on July 4th. It will be a 25-miles handicap and the preliminary posters which have been sent to all parts of America state that two motorcycles, and 100 other prizes, besides 10 time prizes will be offered. The handicap limit will be 15 minutes. Entry blanks may be secured of F. Schwartz, secretary, 322 East North avenue, Chicago.

Windy City to Have Motorcycle Cops.

Chicago, at last, is to become thoroughly modern. Chief of Police Shippy, of that city, has decided to make use of a motorcycle squad to curb reckless automobilists. Up to the present time Chicago is the only large city in the United States which has not owned either bicycles or motorcycles for police use.

IDEAL BARS AND STEMS

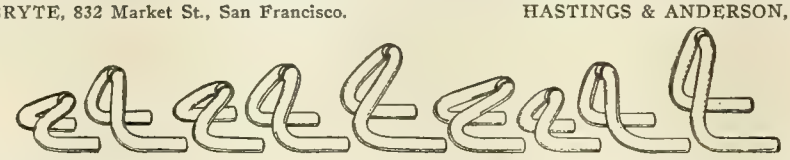
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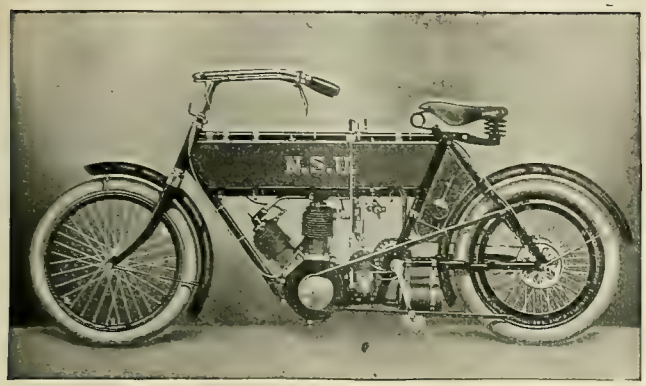
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N. S. U. Twin Cylinder, suitable for Side and Fore Car attachment, 4 h.p., 5½ h.p. and 6 h.p. types, fitted with Girder Forks.

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First
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Third

in Hill Climbing Contest in Melbourne, Australia, on March 14th, easily defeating all competitors.

The N. S. U. climbs hills easier, and faster than any other motorcycle built. This is a positive fact demonstrated by the winning of hill climbing events all over the world.

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N. S. U. Patent Fastener.
Peter Union Motorcyle Tires.

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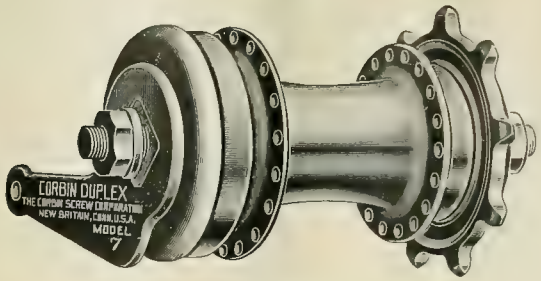
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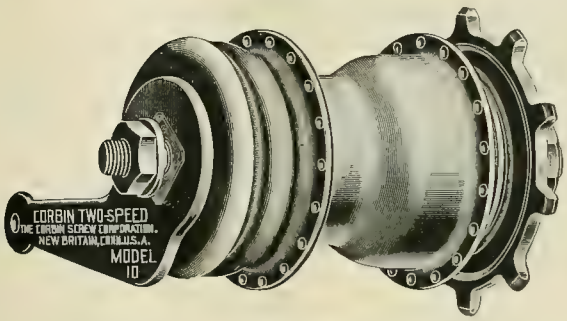
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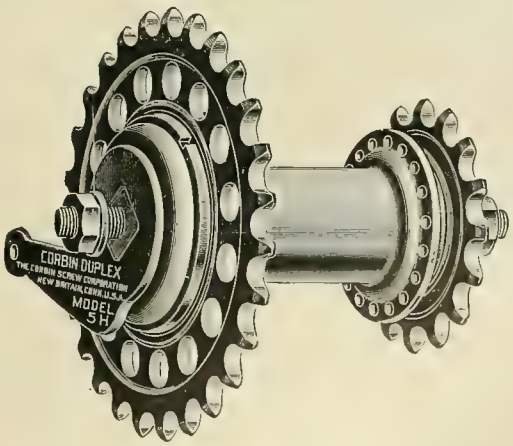


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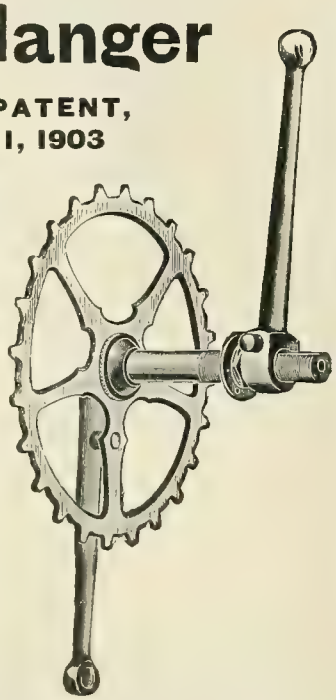
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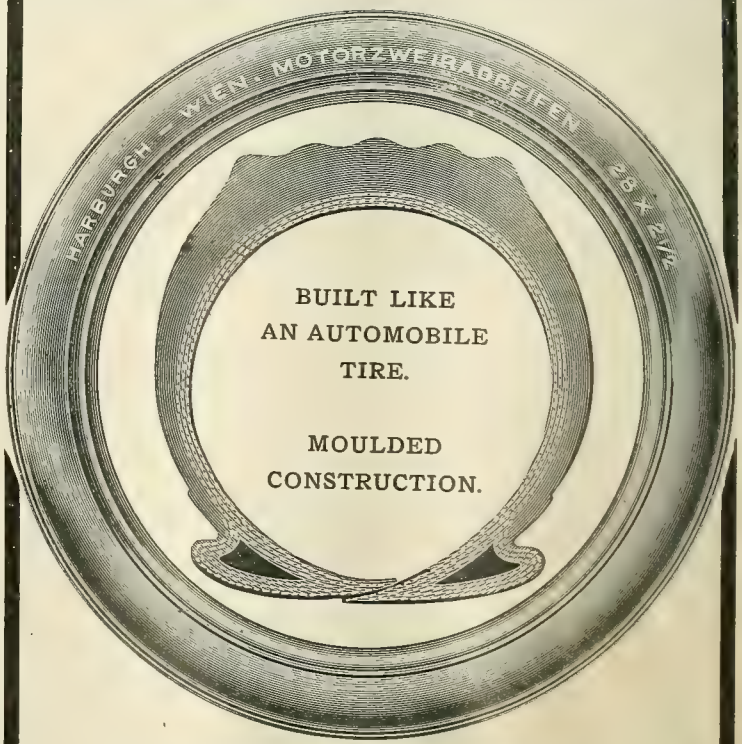


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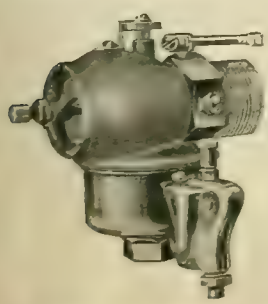


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885,062. Reinforced Pneumatic Tire. Henry D. B. Lefferts, Orange, N. J., assignor of one-half to Eliphalet De Camp, Newark, N. J. Filed March 8, 1907. Serial No. 361,279.

1. In a pneumatic tire, the tire casing provided within its rim engaging portions with circumferential base rings, and an inside steel shell extending about the casing body within the same and having its terminals seated directly on one side of said base rings to provide a solid bearing for said terminals.

886,227. Saddle Support for Cycles. Julien F. Mamet, Billancourt, and Paul Hallot, Vincennes, France. Filed June 20, 1905. Serial No. 266,190.

1. A device of the class described comprising telescopic tubular sections, the outer section being adapted to fit into a socket of a bicycle frame, a key movable longitudinally of one of said sections and held from longitudinal movement relatively to the other section, a compression spring having its ends arranged to act respectively upon said key and said section which is longitudinally movable relatively to said key, and means co-operating with one end of said spring for adjusting the tension thereof.

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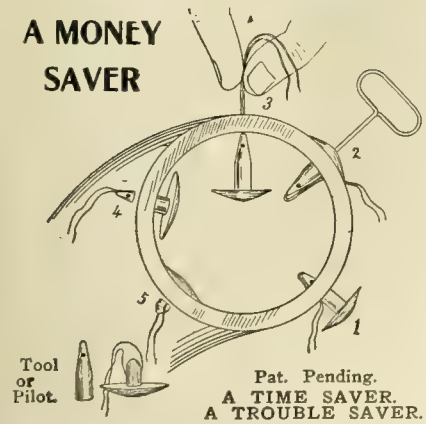
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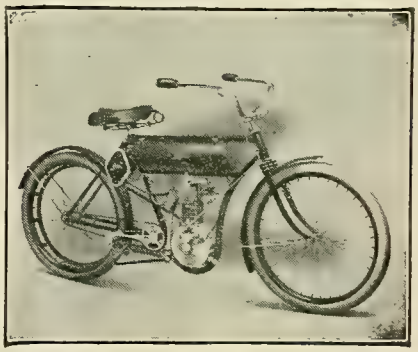
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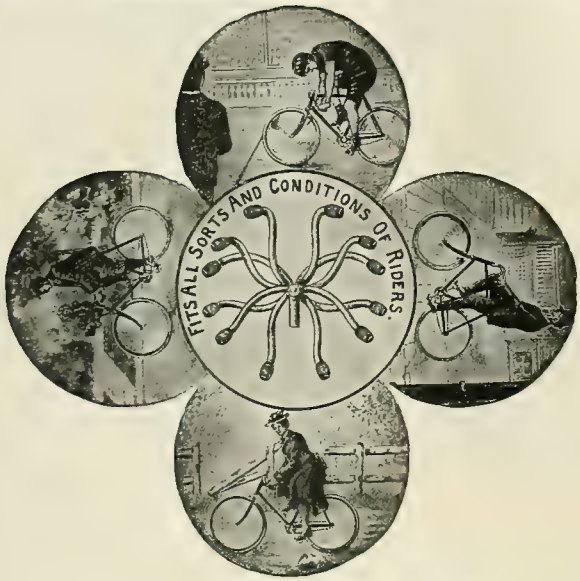
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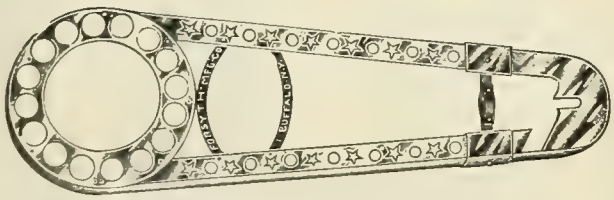
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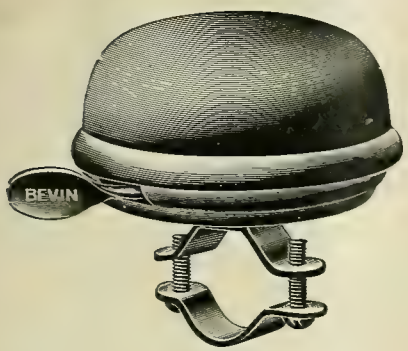
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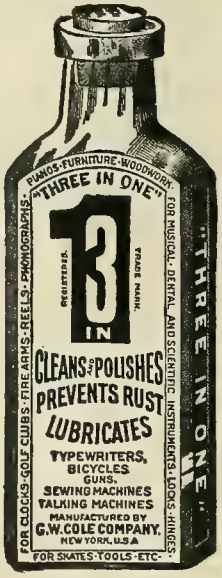
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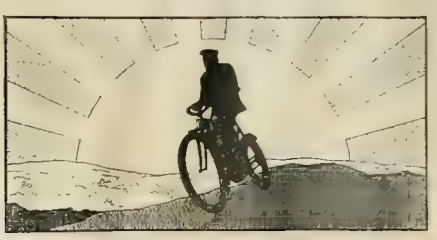
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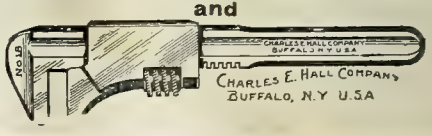
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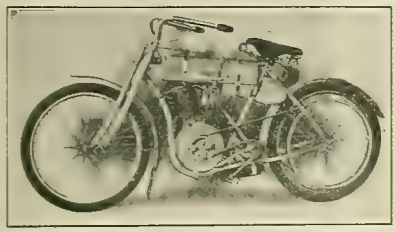
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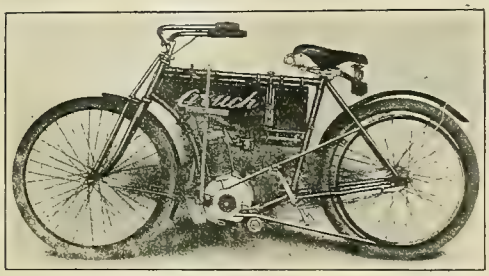


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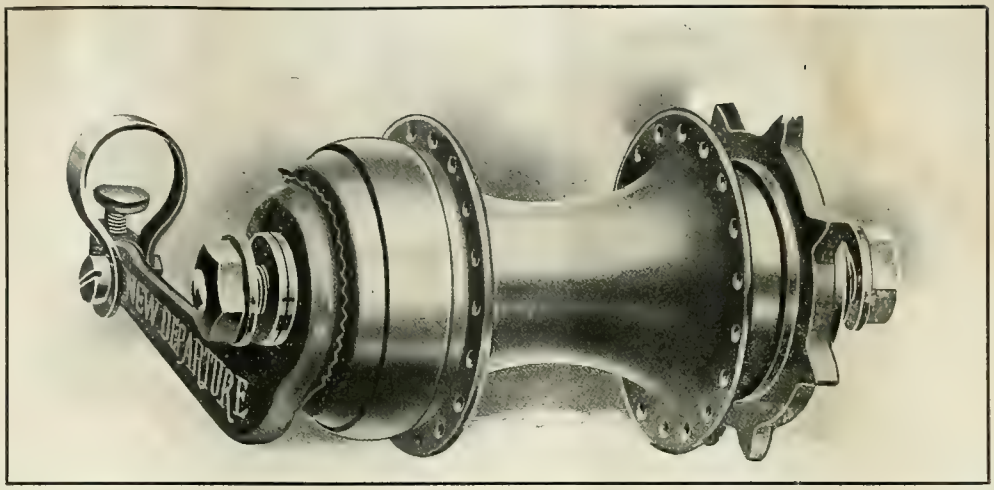
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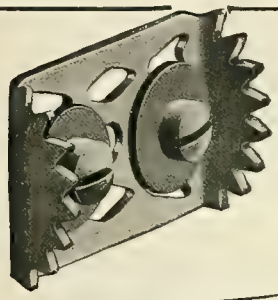


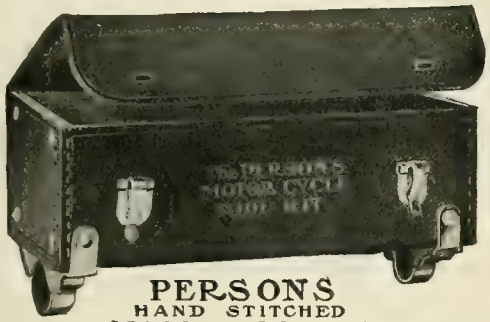
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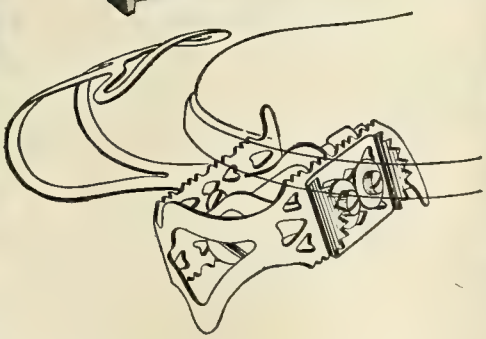
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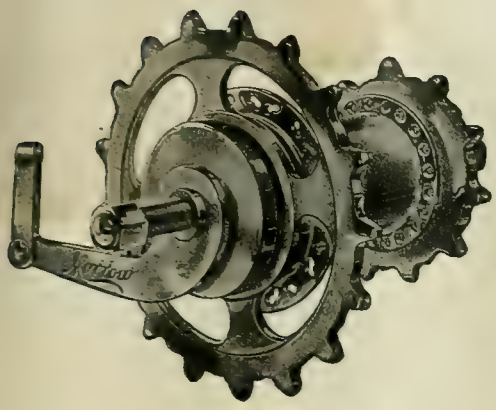
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We claim the Morrow is the best Coaster Brake made but do not ask you to take our word for it. The goods will prove our claim if you give them a trial.

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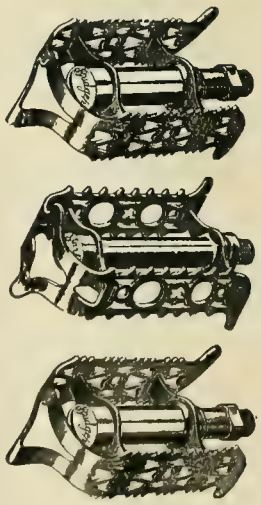


½" STANDARD

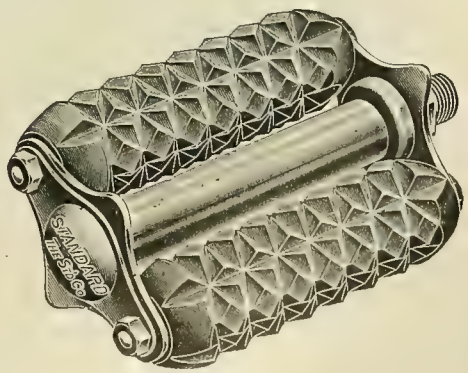
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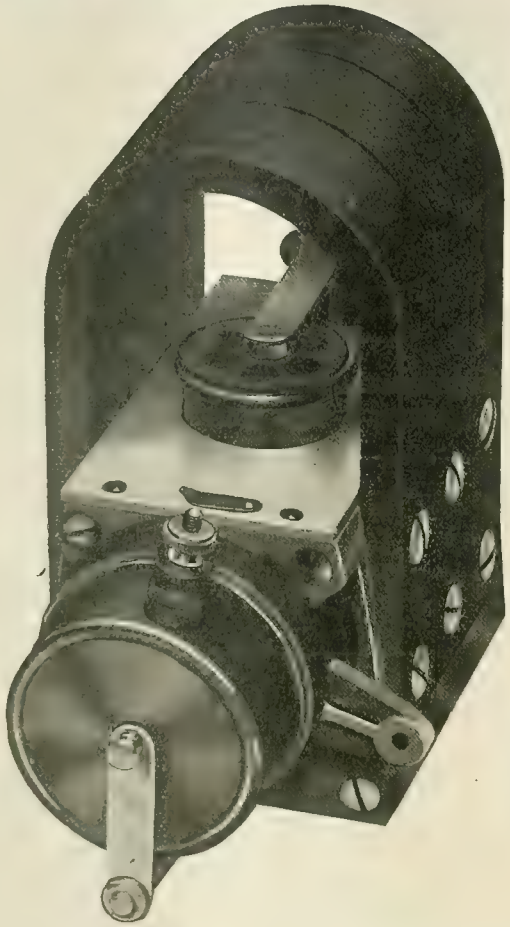
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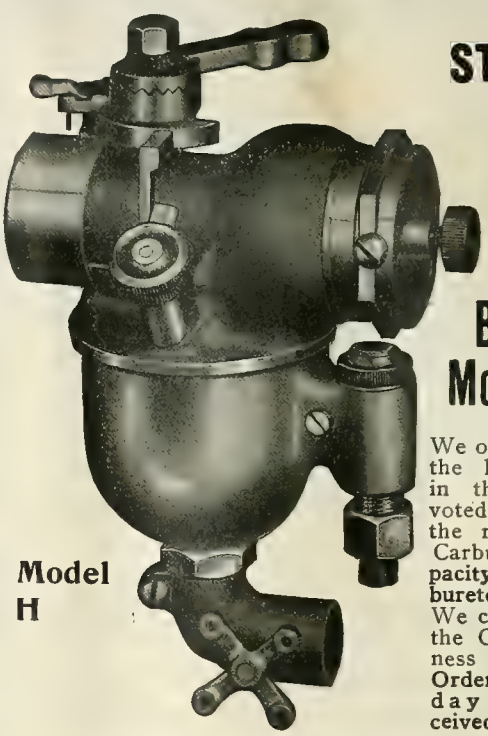
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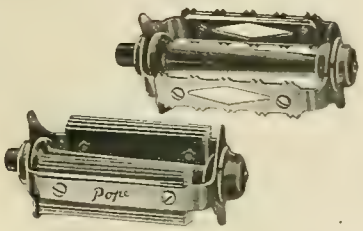
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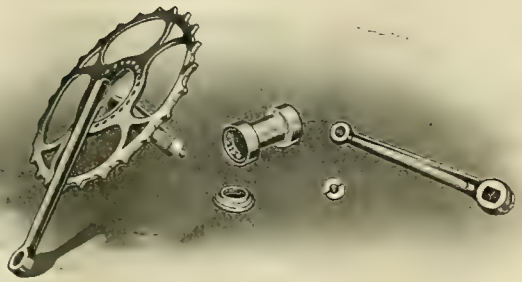
Cleveland Bicycles



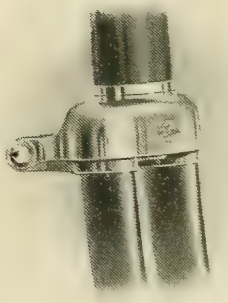
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THINK IT OVER!

There are more Pope High Grade Bicycles sold in this country than any other kind. This proves their popularity.

Practically all of the best racing men ride Pope Bicycles. This proves that Pope Bicycles are the strongest and most speedy, for if they are sufficiently strong and speedy for racing, they certainly have the same qualities for road work.

Cleveland Bicycles are easy running because of their correct design, the crank hanger construction, and their faultless bearings.

The sleeve in the crank hanger guarantees perfect alignment, one continuous ball seat, and absolutely perfect bearings.

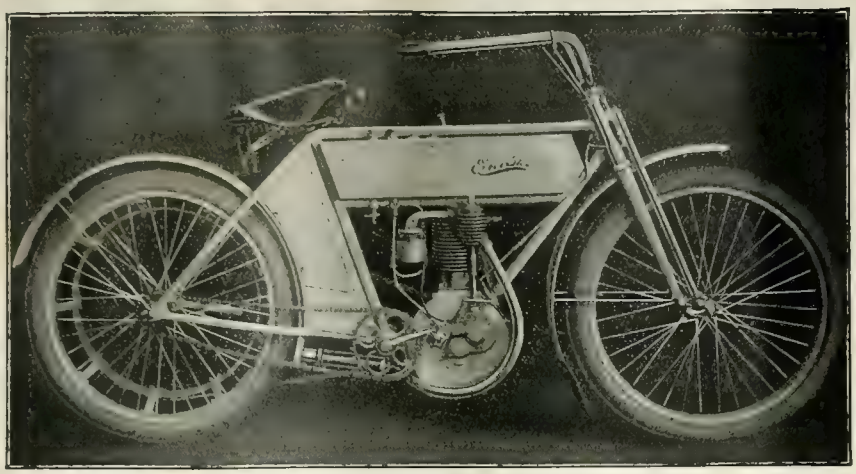
Then, too, the bearings of all Pope Bicycles, the same now as for thirty years, are made just right, not only of the correct shape and size, but the process of case-hardening, (used only in Pope Bicycles), insures cases and cones that have a hard and lasting wearing surface, and a tough and durable core.

These are the most important features; in fact, the life of a bicycle, and it is admitted the world over that Pope bearings have no equal.

Write for catalogue and further details.

We want a live dealer where we are not already represented.
Satisfactory service guaranteed in every department.

POPE MANUFACTURING CO., Hartford, Conn.



EXCELSIOR AUTO-CYCLE, $2.25

Proof of the Pudding.

It is easy to claim the best, but the live buyer demands to be shown.

In the Langley Hill Climb at Danville, Ill., May 1st, an Excelsior, strictly stock machine, defeated one, two and four cylinder machines rated up to six horsepower, and made the fastest time of any stock machine. It is quality that counts—the

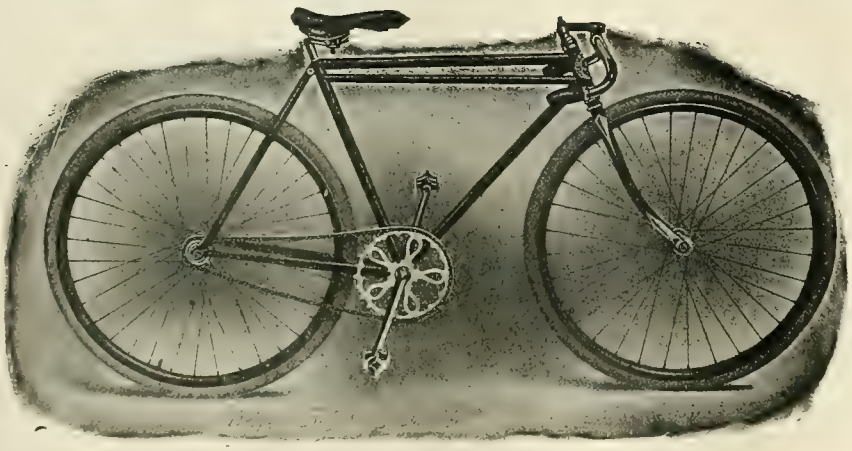
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has it, in design, material and workmanship, and proves it in actual performance.

Our new catalog contains much information of value to any one interested in motorcycles. Write for it to-day.

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Pierce Cycles

"TRIED AND TRUE"

Selected by the New York Police Dept.

¶ The entire order for bicycles to be used by the Police Dept. of the City of New York for 1908, was awarded to the Pierce Cycle Co. The decision being made on merits, not price.

¶ Every leading make of bicycle in America was offered.

¶ The Pierce Cycle Co. was given the contract not only because it showed the best points of construction and material but proved the easiest riding as well.

¶ The fact that "Pierce Cycles" required less effort to propel than any other bicycle was decided upon after the most severe tests by members of the force.

¶ Therefore, this make of bicycle is a money-maker for any agent.

THE PIERCE CYCLE COMPANY

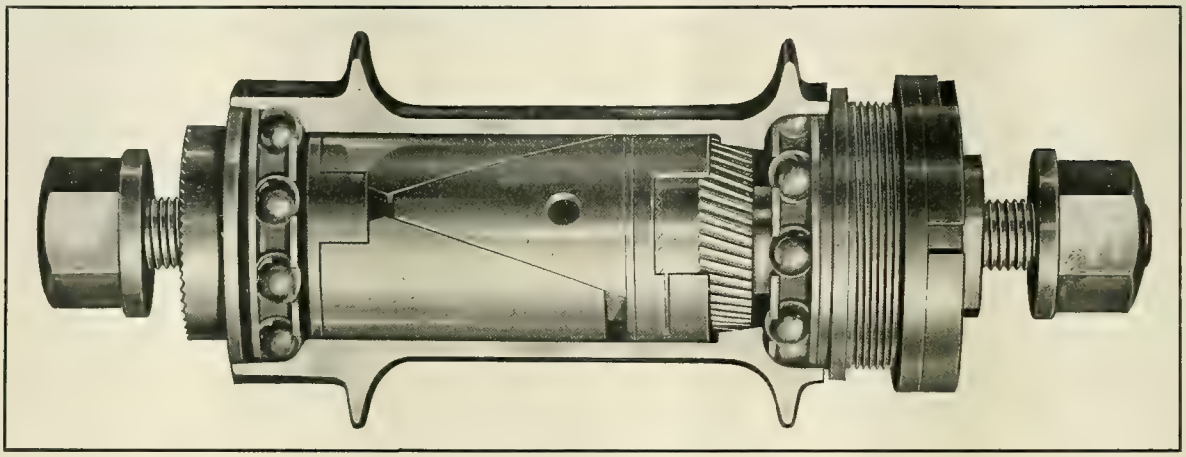
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REMARKABLY SIMPLE—SIMPLY REMARKABLE

THE MUSSELMAN Coaster and Brake



"THE ARMLESS WONDER"

It's the Newest
The Simplest The Lightest
The Smallest The Strongest
AND THE

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Coaster Brake made, and the only one that does not require a side arm construction. Dealers everywhere are selling them like "hot cakes." Are you? Ask your jobber or write direct to us.

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, May 16, 1908 | No. 8

MERKEL FINDS GROWING INTEREST

He Says Orders for Motorcycles Increase in Spite of Fluctuating Weather—His Conversion to the Magneto.

J. F. Merkel, of the Merkel Motor Co., Milwaukee, was among the trade visitors in New York during this week. He reached New York in the course of a "swing around the circle," which included a handshake and a "how's things?" of most of the Merkel agents in the East.

He reports a satisfactory condition of business which has fluctuated with the variable weather of the past month.

"The day the sun shines and we have a spell of warm weather, the orders simply pile in on us," said Merkel. "Then comes a spell of rain and there is virtually nothing doing. But that the interest in motorcycles is widespread there is no doubt. We never before had anything like so many inquiries, and if the weather will only settle there is a rich field in which the dealers can work."

Merkel reports that two of the twin cylinder Merkels are on the road and are being thoroughly tried out. He himself has used one of them for several weeks, and says it has exceeded his fondest expectations. It started with the first kick of the pedals after it was put into the frame and has been going ever since. None of these "twins," however, will be ready for this year's trade. Before they are presented to the public, they will be given a full season's use in order to make assurance sure. Merkel has, however, developed a new spring fork which is ready and over which he is enthusiastically enthusiastic. He has been thoroughly converted to magneto ignition. He has used a Bosch magneto for more than 2,000 miles without so much as tightening a screw. The extent of the demand for magnetos, he admits, has surprised him. Despite the extra charge, fully 30 per cent. of the Merkel orders have specified magneto ignition, whereas it has been anticipated that 10 per cent. would more than cover any demand that might arise. As a result "hurry orders," shipped by express, have been the rule.

Big Wheat Crop Makes Brisk Business.

"Whatever may be the case in other parts of the country," one day this week remarked a man in the trade, who is in position to speak by the cards, "business in that part of the United States that lies between Chicago and Denver is as good as any one can ask; and when I say 'business,' I mean not merely the bicycle business, but business of all sorts. The farmers have money and are spending it, and, as the official statistics show the wheat crop as being one of the largest on record, there seems no reason why the present conditions should not continue."

More Room for Fowler-Manson.

Owing to the pressure of increased business, the Fowler-Manson-Sherman Cycle Mfg. Co., have leased larger quarters at 240-254 West Lake street, Chicago, of which they already have taken possession. They now have more than 10,000 square feet of floor space in which to manufacture their motorcycles, bicycles, and metal specialties.

French Maker Honors American Negro.

"Major" Taylor, who sailed last week for Paris, is to have thrust upon him honors the like of which no black man has enjoyed since the world began. A well known French manufacturer is about to place on the market a bicycle styled the "Major Taylor."

Rockwell Again Sails for Europe.

A. F. Rockwell, president of the New Departure Mfg. Co., sailed for Europe this week. The extensive foreign interests of his company require a visit of the sort at least once each year.

GOV. FORT PRESSED THE BUTTON

Ajax-Grieb's New Plant Starts Under Distinguished Auspices—Trenton's Mayor Assists in the Ceremonies.

When Governor Fort pressed the button which started in motion the machinery in the new plant of the Ajax-Grieb Rubber Co., at Trenton, on Monday, the 11th inst., his action was perhaps more typical of the sentiment of New Jersey citizens toward the automobile that that of the law makers of the State. The occasion was the official opening of a substantial addition to the new plant, which recently has been completed.

By special trains from New York and Philadelphia the guests of the company were brought direct to the factory, where many of the prominent citizens of Trenton already were gathered. With a profusion of flags and bunting the new brick building presented a gala appearance. The visitors were conducted to the enormous room which occupied the entire upper floor, where the opening exercises were to be held. Here the decorative scheme was continued; the walls and ceiling being almost hidden by American flags and bunting, and posters of the Ajax girl, while at one end of the room was the stage for the speakers and later was the scene of a vaudeville entertainment.

As Governor Fort and Mayor Madden of Trenton entered the room they were heartily cheered by the assemblage and were conducted to the stage by Horace De Lisser, president of the Ajax-Grieb Co., and Harry Grieb.

The exercises were opened with an address by President De Lisser.

"I am deeply sensible of the great debt which the Ajax-Grieb Rubber Co. owes you," said Mr. De Lisser. "I cannot express my feelings as I try to tell you how much we appreciate the friendship that has been given us by you and by the interests

you represent. Even my best friends have never granted that I can make a speech, yet if I possessed the ability of a trained orator I could not tell you how much I thank you for the interest in our success that you have shown in the past, and are showing now by assisting in making memorable this evidence of the increased recognition of the merits of our product which compels this addition to our factory."

Governor Fort was then introduced and made a short speech in which he referred to the Ajax-Grieb company as being an important factor in the development of the State's manufacturing interests. He congratulated the company on their progress and wished them a full measure of prosperity, and expressed the hope that other industries would locate in Trenton and help to strengthen the reputation which the city already had of not being dependent on its legislature for its prominence amongst American cities.

Mayor W. F. Madden, of Trenton, followed the Governor, and spoke in the same vein. He congratulated President De Lisser and his associates on their success and hoped that the future of the company would see its enlargement and development as its past had seen it.

At the close of the speeches the guests were served with lunch, after which they were shown through the factory and initiated into the mysteries of tire making. Later they again assembled on the upper floor where they were joined by the employes of the company and all witnessed a short vaudeville program.

Trentonite Invents New Treadle System.

Italo Di Fabio, a Trenton New Jerseyite, of obvious extraction, has recently invented a device for greatly reducing the labor of pedaling a bicycle. Like a good many others who have invented before him, Di Fabio's scheme involves an up and down treadle movement instead of the circular path of the ordinary pedal, that motion being secured from the treadles by means of suitable linkage. The movement of the two treadles are independent of one another, and the feet are required to move through an arc of only 45 degrees. Of course, there is absolutely no lost motion in the system, and, uresumably as well, there is no "dead point."

Limit Gap in Trying Out the Spark.

When trying out the spark, by removing the wire from the plug, do not separate the terminal of the wire from the plug or engine frame more than a quarter of an inch. The too common practice is to keep increasing the distance between the terminal and plug, the object of the practice being to satisfy the curiosity as to how far the spark actually will jump. When the spark is permitted to jump a gap of more than a quarter of an inch, an abnormal strain is put on the coil which is apt to break down the latter's insulation and necessitate sending it to be repaired.

Gabriel Horn for Motorcycles.

After three years' hard work in experiment, test and worry, the Gabriel Horn Mfg. Co., Cleveland, Ohio, has finally perfected a horn for motorcycles, as shown by the accompanying illustration. It is made

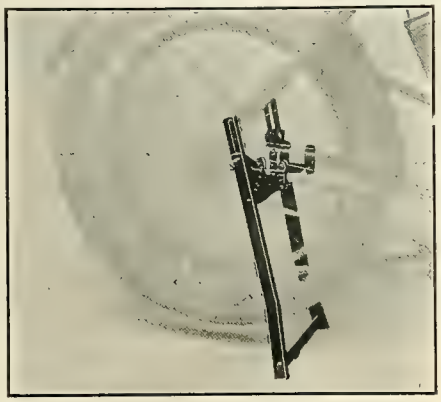


of 1½-inch brass tubing, 11 inches long, high polished and has two chambers, each producing a separate and distinct musical tone.

The Gabriel Horn is attached to exhaust pipe and operated by spring lever attached to small butterfly, cut-out valve, spring and cable.

Motorcycle Stand with Original Features.

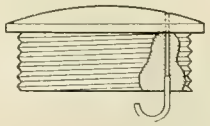
The most recent of several portable motorcycle stands to be introduced is the O-M-C, manufactured by the Oberwegner Motor Co., Toledo, O. In this appliance, the makers have succeeded in combining three essential features, rigidity, compactness and light weight. As shown in the illustration, the stand is arranged to be clamped to the rear forks in such manner as to permit the removal of the rear wheel



without interfering with the attachment. It is made of steel and is automatically locked in position when either up or "stored" or down and in use. An important detail of construction is in the elimination of separate legs, which may become tangled up in the spokes. The manner of attaching the stand to the forks is unique, in that the clamps are designed with two points of contact on the frame which prevents the bicycle tubing from crystalizing.

Gasolene "Check" Valve for the Air Vent.

While it is essential that there should be an air vent in all gasolene tanks, the con-



struction of the vent should be of such a character that the contents of the tank will not find an exit through it. It practically is the universal custom to arrange for air passage through the cap of the gasolene tank. Some caps are constructed with a check valve arrangement which freely admits the air, but prevents the gasolene from slopping out. Where no such provision is made by the manufacturers, the owners of motorcycles may construct for themselves a simple device which will prove highly efficient.

As shown in the illustration, the home made "check" consists only of a short piece of very small tubing, bent in the form of the letter J. Redrill the air hole in the filler cap so that the tubing can be sweated in it, and when this latter operation is finished, the "check" will be found to be an improvement well calculated to give complete satisfaction.

The Principles of Valve Timing.

To the average motorist the mysteries of valve timing are of no particular interest. At the same time it is well for him to understand the principles upon which it is based, as well as the purely mechanical process by which it is accomplished, sufficiently well to be able to cope with the problem all by himself, should occasion require. In this connection, the most difficult point to understand is why the opening of the exhaust should be advanced, and its closing retarded. Considering the relative rate of piston travel at different points in the stroke, however, there is no real difficulty in understanding even this, as a foreign expert lucidly explains.

"Starting with the commencement of the suction stroke," he remarks, "it is obvious that there is very little downward movement of the piston at the commencement of the revolution of the crankshaft. Therefore, no suction can be set up until the crankshaft has gone through a certain angle (about 10 degrees). Thus it is of no use opening the inlet valve until 10 degrees past the dead center. Similarly no compression can take place until about 10 degrees past the bottom dead center, but the charge from the carburetter has been sucked in at high velocity, and therefore can keep flowing in under its momentum during that period when the piston is practically stationary at the bottom dead center. This accounts for the advantage to be obtained from the late opening and closing of the valves. The early opening of the exhaust valve has been often explained, but its late closing is not so apparent. As there is no longitudinal movement of the piston until 10 degrees after the dead center, and as the inlet valve is not opened until that point is reached, it is generally beneficial to keep the exhaust valve open until the piston starts moving down, so that the exhaust gases, which are under pressure, can be given every chance of escaping."

In the Retail World.

Westfield, R. I.—Starkweather & Palmer, sold out to Schafer Bros.

Reading, Pa.—J. G. Neubling, removed to 849 Penn street.

TWO VALVES COMBINED IN ONE

New Foreign Motor with Novel Form of Valve Gear—Original Method for Securing Double Service.

In the simplification of the internal combustion motor, particularly in reference to those types which are commonly used for motorcycle propulsion, nothing would appear to be more desirable than a reduction in the amount of mechanism necessary to introduce the live gas into the cylinders and release the exhaust at the end of the working stroke. In the two-cycle type, this is accomplished by utilizing the piston as a slide valve. In the four-cycle type, this is obviously impossible. At the same time, it is possible that a vast improvement over present systems may be introduced ultimately by the use of a single valve so constructed as to perform the work now done by the two valves in common use.

An approximation to this ideal is found in one type of motor at present used for automobile purposes, in which the gases are handled by a pair of valves which are telescopic and work on a common seat located in the center of the cylinder head. A still more pleasing attempt at simplification is found in a recent foreign development which accomplishes the distribution of the gas through the operation of but a single moving part. The arrangement in question is embodied in the new R. E. P. motors, which are intended for aeronautical work, and are further characterized by their V-formation, which permits them to be very compactly built. They are made with either 5 or 7 cylinders, and in consequence of their original design have created no small stirr in France, where they are made.

The valve construction, which is by far the most interesting as well as the most suggestive feature they embody, is illustrated in the accompanying figures, from which it is seen that a single cam and push rod suffice to produce the required motion, while the entire distribution of the gases is effected by a single moving part. The valve is placed in the center of the head, as in the telescopic valve arrangement mentioned, as a result of which an unusually simple form of cylinder casting is obtained, with a smooth and uniform interior for the combustion chamber.

The casing or chest in which the valve works comprises two chambers separated by a horizontal wall, the upper being the intake, and the lower, the exhaust passages, respectively. The cap closing the central portion of the chamber, and also supplying the guide for the valve stem, is made with a depending sleeve, which comes down nearly to the level of the top of the combustion chamber, and is separated from the walls of the central chamber by a space just sufficient to admit the sleeve, which is the main characteristic of the valve itself.

The valve, which is made with independent head and stem, is composed of the sleeve mentioned, and a couple of flanges, the lower of which forms the valve proper and secures the intermittent closure of the combustion space. The sleeve is pierced by two sets of small circular ports, the upper row of which afford communication between the interior of the valve and the intake port. The lower row connects the interior with the combustion chamber simultaneous-

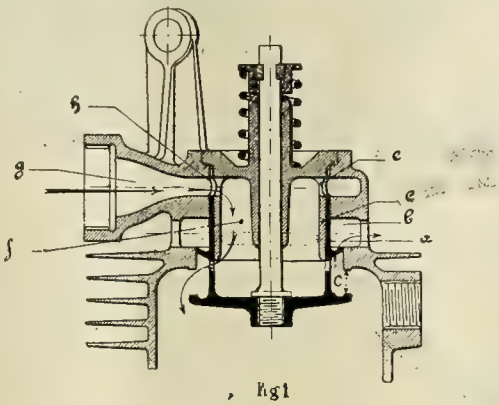


Fig 1

ly. The upper flange serves to exclude the entering gases from the exhaust port during the period of admission.

In the inlet position, as shown in Fig. 1, the gases enter through the usual manifold connection at g, passing through the ports, h, to the interior, f, of the valve. Thence they pass downward as indicated by the arrows, and enter the cylinder proper through the ports, c. During this interval, the flange, b, is seated in the cylinder opening surrounding the principal port, thus excluding the gases from the port, a, which surrounds the cylinder head and gives outlet to the exhaust through a series of small circular ports. In this connection, the construction

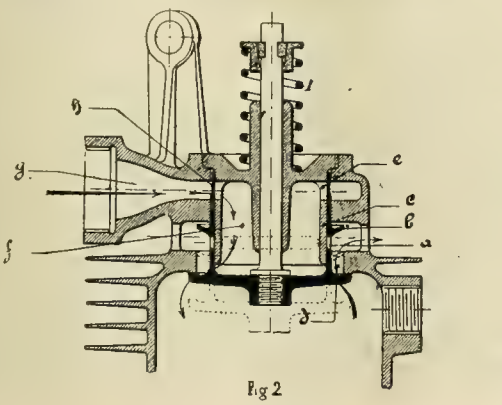


Fig 2

of the valve sleeve and the closing cap, e, with its depending sleeve forming the valve seat or guide, is plainly shown.

At the end of the intake period, the valve is permitted to close to the full length of its travel, when the head, d, rises into its seat in the cylinder head, sealing the combustion chamber, as in Fig. 2. The openings in the lower part of the valve sleeve now register with the blank wall of the lower portion of the cap, e, while the ports, h, in its upper portion, are sealed by the same member. For the exhaust stroke, a slight motion of the valve, opens communication between the cylinder and the atmosphere through the large circumferential port, but excludes the fresh intake gases by reason of the registry of the ports in the lower part of the valve, with the lower part of the sleeve. The intake relation is again established by the complete motion of the valve to the lower end of its travel.

From this it will appear that the valve gear required may be essentially simple. The motion necessary for both intake and exhaust will be merely the direct thrust common to all poppet valves, with the modification required to cause a dwell of one stroke in mid-travel.

The principal advantages of the system are that the combustion chamber is left perfectly plain, making possible a high compression, a simple casting, and a clean-working engine; that the exhaust gases have a free release and a short path to the atmosphere, in this case without the intermediary of an exhaust manifold or muffler; and that the passage of the live gases through the interior of the valve has a cooling effect upon it, as a result of which the cylindrical construction, with its considerable bearing area, is made possible. The fact that this motor is of small and light construction should make it particularly suitable for the motorcycle designer to adapt.

Lubrication Required by Two-Speed Gear.

With the introduction of the two-speed gear, for motorcycle use, one fact must be brought clearly to the mind of every user, namely, that proper and consistent lubrication is an absolute essential to its proper working. All mechanical devices which are contrived to go into a limited space, or which are closely built, must be maintained with much more careful attention to the requirements of lubrication that those which are built upon more liberal lines. In the case of the two-speed gear, or variable gear, as with the coaster brake mechanism, the parts must be kept absolutely clean and free from grit, must be oiled continuously, and must be given a grade of lubricant which is of the proper consistency to cover the journals properly, and yet not tend to gum under severe useage.

Proper Adjustment of Driving Chain.

One of the simplest adjustments to make, but one of the most important ones in connection with a bicycle, is the proper adjustment of the chain. The chain should be tight, but not tight enough to bind. When the bicycle is at rest there only should be the slightest sag in the chain between the two sprockets. In making the adjustment, care must be taken to allow for "high spots" in the sprockets; the wheel should be turned until the location of these "high spots" is determined and the adjustment of the chain must be made in such a manner that the wheel and pedals will move freely at all times, but with the least possible lost motion due to slack in the chain.

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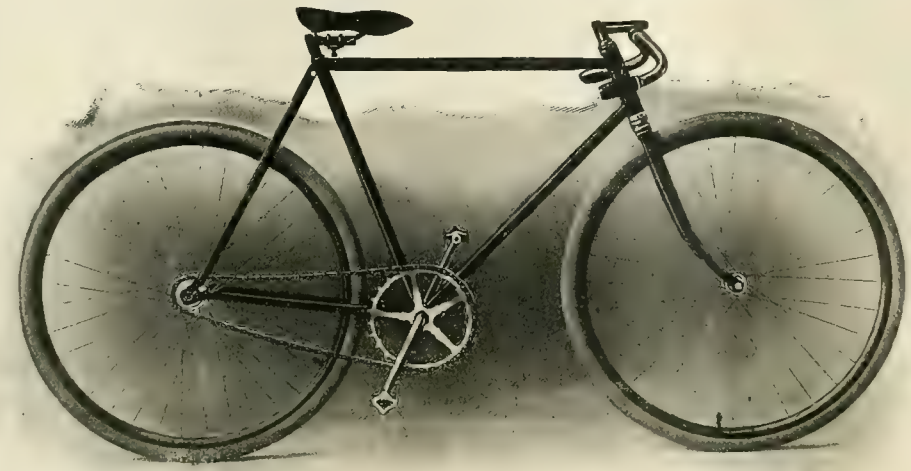
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THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 16, 1908.

"I never spent $2 so well as the two I sent for a year's subscription for the Bicycling World and Motorcycle Review until to-day, when I am sending another $2 to renew my subscription. I have obtained a great deal of useful information from the paper, and thank the Hendee Mfg. Co. for putting me wise and the Bicycling World for keeping me wise."—W. R. Chilton, Honolulu, T. H.

No Excuse for Ignorance of the Rules.

Every rider agrees that brains play a part in the winning of races, and yet there are many who while they will work faithfully, begrudge the little bit of book study that is necessary to become familiar with the rules under which they race. Instead of picking up what knowledge of the racing rules they can from mere verbal discussions it would be far wiser to get for themselves a copy of the N. C. A. or the F. A. M. books which state the rules in cold type.

No matter how well acquainted a rider may feel himself to be with the rules governing his conduct on road or track, there are many ways in which he may unwittingly get himself "in bad" through ignorance of the regulations. Furthermore, a lack of complete knowledge of the rules hampers the rider who feels that he has been the subject of unjust action.

The judicial axiom that "Ignorance of the law excuses no one" applies with equal force in the case of the laws laid down by the National Cycling Association and the Federation of American Motorcyclists, and whereas the average citizen may at times submit with reason that it is impossible for the layman to know all the law, the brevity and clearness of the N. C. A. and the F. A. M. rules, and their accessibility in handy pamphlet form, remove any such contention on the part of the riders.

Spring Fever and Its Antidote.

About this time each year, something in the air proclaims Nature's right to call forth her children to herself. Away from their little businesses and cooped up cares they are impelled to flee to the open. There is a subtle contagion in the air which none can resist; neither the very old nor the very young, nor the staid half-way betweens. "Don't you know what that is?" Mark Twain once inquired in his quaint way. "That is 'spring fever.' That is what the name of it is, and when you've got it, you want—Oh! you don't quite know what you want, but it just fairly makes your heart ache, you want it so."

Spring fever, whether of the flesh or of the spirit, requires equally an antidote and a restorative. The very mild quality in the air which is its seductive element is also the remedy for that unrest which filters in through the half-open window. Like the little beasts at play, the human animal must get out into the sunshine and hop about. But, perhaps, unfortunately, custom and tradition forbid the full grown man or woman to get out and caper around in sheer aimless delight. To follow with abandon the most natural impulses of life always is to court the reputation of madness. The people of the world must turn their gambols to some account or the relaxation becomes a vulgar form of dissipation.

That old bicycle, tucked away in the far corner of the cellar is just the thing to rationalize the play-impulse and to make it yield a lasting reward of health. Its owner remembers full well how, several springs ago, it used to satisfy this same unnameable desire, and quench his thirst for atmosphere. Perhaps he even looks back on the time of its newness with regret, as to a period of happiness, unrecoverable. But this is merely a light coating of mental sediment, like dust on the enamel—something which may be whisked away in a jiffy to leave the surface as bright and fresh as ever.

It is time to dust up, too; time to bring up the old bicycle and spin the pedals and bounce the wheels on their hard tires. If the marks of its long rest are too deep-rooted to be effaced with a rag, the bicycle shop that will put it in ridable shape is not far away. In fact, it should be the duty of the owner of the bicycle shop to plant the seed of suggestion in the owners of the old bicycle. Suggestion is all that many of them require and if it carries with it expressed willingness to call for the old machine and to return it looking "almost as good as new," the return of the "backslider" will be rendered more certain.

Although the competitive season has little more than commenced, that perennial nightmare, What constitutes a stock machine? already is making trouble in motorcycle events. As usual, most of the trouable arises from a loose application of the term by promoters. What practically all of them mean is a road model in contradistinction to racers and uncatalogued or specially built machines. If more of them will make use of the term "road models as per catalog specifications," some of the vexation, at least, will disappear. Although not a few persons appear not to realize the fact, a racer which is regularly catalogued is as much a stock machine as any other. "Stock machine" means any machine that forms a part of a manufacturer's stock, and the catalog is merely a listing of such stock.

The home-made champion and the made-to-order championship always have been cheapening features of sport. If some papers and people did not accept them so seriously they would be amusing. A championship, however, represents the very highest honors it is possible for a competitor to achieve, and it should be the duty of clubs and organizations having to do with the government of sport to frown down promiscuous "championships" born of the imaginations of promoters bent on adding importance to their programs and attracting shekels to their purses. The only genuine championships are those marked out by the national governing bodies.

"The Bicycling World is the paper for me all the time; it keeps me posted on everything, no matter where it is."—H. La Belle, Salt Lake City.

COMING EVENTS

May 17, Baltimore, Md.—Crescent Bicycle Blub's 12 miles handicap road race; open.

May 17, Brooklyn, N. Y.—New York State Division's (C. R. C. of A.) 12th annual spring century run to Hicksville and return; open.

May 17, Belleville, Ill.—Bicycle and motorcycle race meet at Priester's park.

May 24, Brooklyn, N. Y.—Eastern Division's (C. R. C. A.) annual spring century run to Amityville and return.

May 28-30, Manasquan, N. J.—Manasquan Park Speedway Association's 48-hours amateur bicycle team race, and bicycle and motorcycle race meet.

May 30, New York City—New York Motorcycle Club's hill slimbing contest up Fort George hill; open.

May 30, Aurora, Ill.—Aurora Motorcycle Club's race meet at Driving Park track

May 30, Salt Lake City—Opening Salt Palace saucer and new Salt Air saucer tracks.

May 30, Salt Lake City—Annual 18 miles handicap road race; open.

May 30, Boston, Mass.—Race meet at Revere Beach saucer track.

May 30-31, Newark, N. J.—Double meet at Newark Velodrome.; open.

May 30, Plainfield, N. J.—Plainfield Cycle Club's 10 miles handicap road race

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Millburn road race; open.

May 30, Denver, Col.—Ten miles open handicap road race over Mountview boulevard.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's endurance contest to San Diego and return.

May 31, San Jose, Cal.—California Associated Cyclists' annual 100 miles relay team race.

June 6, Cleveland, Ohio—Cleveland Bicycle Dealers' Association's annual 15 miles handicap road race and bicycle and motorcycle race meet at Glenville track; open.

June 6, Pitsburg, Pa.—Motorcycle Club of Pittsburg's race meet at Schenley Park oval.

June 6-7, St. Louis, Mo—St. Louis Cycling Club's annual Pike county tour.

June 13, St. Louis, Mo.—St. Louis Cycling Club's 15 miles handicap Forest Park road race; open.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"

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F. A. M. ANNUAL MEET,

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Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

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MOTORCYCLE RACES, MAY 30.

NARRAGANSETT TRACK,
(1 mile)

PROVIDENCE, R. I.

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B. A. SWENSON, Providence, R. I.

New Jersey Century Run and Mile Race.

It was an imposing crowd that turned out for the New Jersey century run of the New Jersey Division, Century Road Club Association, last Sunday, 10th inst., there being 75 riders in line. Under the direction of Pacemakers Hensch, Weiss, Groff and Seeley, about 40 qualified for the silver medal. The route led from Jersey City through Hackensack and Springfield to Plainfield, where a stop for dinner was made. The mile race which featured the stop was won by Frank MsMillan, with Michael Weiss second, and Joe Noe third. Nineteen New York and Brooklyn century grinders accompanied the Jersey men, the most prominent being Fred E. Mommer, "Lal" Rush and Alfred E. Eeeley.

Program for Fort George Hill Climb.

Permission to use Fort George hill finally having been obtained, the New York Motorcycle Club has scheduled six events for its annual open hill climbing contest on May 30th, as follows: for single cylinders, 20 cubic inches or less; for single cylinders, 30.50 or less; for twins, 50 or less; for twins, 61 or less; free for all for the F. A. Baker medal; open event according to Calendar's formula for Ovington cup. There will be three prizes for each event save the free-for-all, in which the entry fee will be $2; in the others will will be $1. A. G. Chapple, 2234 Broadway, is in charge of the entries.

CORRESPONDENCE

Ovington Gets Back at His Critic.

Editor of the Bicycling World:

I have read with pleasure the letter of Mr. E. H. Corson, of Boston, in your issue of the 9th inst., regarding my communication on blowing out fires on motorcycles. I think Mr. Corson would do well to consult some elementary book on physics and study up the question of the combustion of a volatile gas under atmospheric pressure. It is a very well known fact that by forcing a stream of air at the base of the flame of a burning substance such as gasolene, that the flame at this point is robbed of its heat so rapidly that the combustion cannot propigate. Let any of the readers of the Bicycling World spill some gasolene on the table and then blow sharply at the base of the flame. You will find by this means that it is an easy matter to put out the flame.

"The proof of the pudding is the eating," and I have several witnesses that will bear me out when I say that we succeeded in blowing out the flames of a burning motorcycle on one of the last runs of the New York Motorcycle Club, when sand failed to accomplish the purpose. You cannot get around facts, and this is a fact that easily can be demonstrated.

Mr. Corson states that in two instances he stopped the fire in a burning machine by wrapping the machine around with cloth. Unfortunately there were no dry goods stores within miles of where the machines that I speak about caught fire or we might have purchased 20 or 30 yards of muslin. Of course the machines would probably have been entirely ruined by the time we had our cloth ready, but little details like that Mr. Corson overlooks. As for putting out a fire on a motorcycle by means of your coat, I fail to see how any fairly large size motorcycle could be covered by an ordinary coat. Perhaps they wear long coats while motorcycling in Boston.

My object in writing my letter was to give my fellow motorcyclists the benefit of my experiences regarding fires on machines and I think Mr. Corson's semark about my "wind" entirely uncalled for.

EARLE L. OVINGTON, New York.

Wants Partner for a Motorcycle Tour.

Editor of the Bicycling World:

Knowing your paper to be a general help to all motorcycle enthusiasts, O apply to you, being in need of a partner or companion to motor from Chicago to Denver, and maybe further west. I will leave Chicago in about two weeks. If you could assist me or put me in touch with a party inclined the same way, I would be greatly obliged to you.

C. T. MANHART,
1687 Clifton Ave., Chicago, Ill.

EIGHT THOUSAND AT OPENING MEET

Great Racing Inaugurates Newark Velodrome—Kramer Wins Chief Event—Close Finishes in all the Races.

If the enormous crowd that flocked out to the old Vailsburg bicycle track property in Newark, N. J., last Sunday, 10th inst., to witness the opening meet on the new six lap Newark Velodrome, which replaces the old four-lap track, is to be taken as a sign that the public is interested, genuinely so, in bicycle racing, Messrs. Bowen, Moran and Butler, the promoters, need entertain no fear of financial failure. Before half-past two o'clock, a half hour before the first race started, more than 5,000 people had been crowded into the grandstand, and the imposing row of new bleachers on the backstretch. Soon after the opening gun was fired it was estimated there were between 7,000 and 8,000 people in the grounds. Fortunately it was an orderly crowd, else the handful of special police under command of Justin Simonet, would have had difficulty had the enthusiasm exceeded proper bounds. Rain the week before had hampered the management to a great extent, and in consequence it was unprepared for the great influx of spectators. More than 1,000 had to be crowded into the arena, while the skeleton frame of the old bleachers adjoining the grandstand, held almost as many more. It was no lukewarm welcome with which the "fans" heralded the local revival of the sport, and there was instant recognition from the spectators for nearly all the riders.

The opening meet was a great success from a racing standpoint. There were six events in all, and the finishes in each were close enough to draw applause. Although considerably overweight, National Champion Frank L. Kramer took the half mile open, with the assistance of Joe Fogler, the latter winning the three mile handicap after being pulled by E. F. Root, his former partner in six day grinds. The two amateur events went to Oscar Goerke and George Cameron, each scoring a first and a second prize. Maurice Vanden Dries, the third of the brothers of that name to get in the racing game, won the third of a mile novice without apparently exerting himself. Although the five miles match between Jacob Derosier, of Springfield, Mass., and Bob Schulz, of Newark, on brand new two-cylinder Indians, was fast and exciting, the crowd did not warm up to it. Newarkers are strictly for bicycle racing and they showed it—they are afraid of meteoric flights.

The meet brought out a number of old-timers, and men who were devotees of the sport years ago rubbed elbows with youngsters who are now only taking interest. White-haired Tom Eck, the veteran rider,



1. FOGLER WINNING THREE MILES HANDICAP. 2. WHEN A SPILL OCCURRED. 3. MANAGER BOWEN.
4. SNAP OF DEROSIER, SHOWING HEIGHT OF EMBANKMENT. 5. KRAMER WINNING HALF MILE OPEN.

manager and trainer, looked prosperous. Frank Mihlon, one of Newark's staunchest friends of racing men, shared his box with Oliver Dorlon, who with Root won a six day race several years ago. "Senator" W. J. Morgan, the manager, Ralph De Palma, Charlie Earl, the Coburn boys, F. Ed Spooner, "Dutch" Waller, of former six day fame, and Charles Vanoni, another six day favorite, were noticed in the grandstand.

The new six lap saucer track came in for instant approval. It is two laps smaller than the track it replaces, keeping the riders closer to the spectators. It is a safe track, too, as shown by the few falls that occurred. Usually opening meets are marred by innumerable spills, because the amateur riders are unacquainted with the banked curves, but nothing like this happened on Sunday. There were one or two falls, but they were easy ones. The general impression was that the new board track will result in some sensational performances before the season ends.

One fact demonstrated Sunday was that the riders—both amateurs and professionals—are more evenly matched than has been the case for several seasons past. It is not likely that Champion Kramer will have an easy time of it this year.

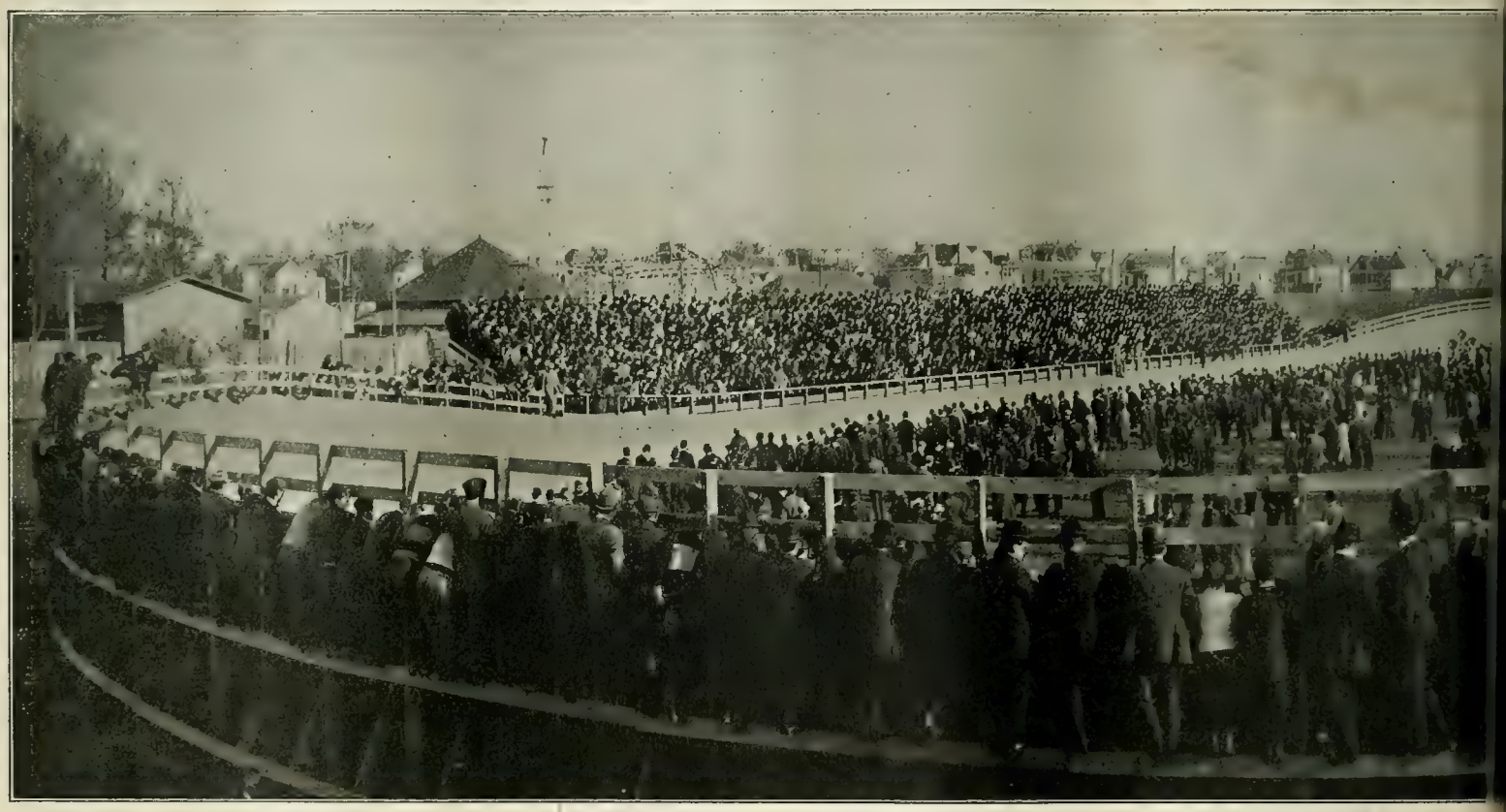
The half-mile open in three heats, with two to qualify in each for the final, was the piece de resistance of the bill. The first heat brought together Krebs, Rupprecht, Halligan, and Schlee, all of Newark, and N. M. Anderson, the Danish ex-amateur champion, who is expected to cut a big figure in the sprint championship. Krebs led at the bell and finished a length ahead of Anderson, who was almost nipped at the tape by Rupprecht. Although the second heat had the largest number of starters—Kramer, John Bedell, Wiley, Hill, Judge, Triebel and Root, it was an easy one for Kramer. Bedell was second by a half length. The third heat was probably the hardest to qualify in as it had for starters Bardgett, Fogler, Moran, Canfield, Dupuis and Williams. Williams led at the bell with Fogler second and Bardgett third. Coming into the homestretch Moran tried to pass Bardgett, but the extra kick the Buffalonian gave to his pedals was sufficient to send him across the tape two inches ahead of Fogler,

Fogler did not do right when he framed up to team with Kramer in the final heat. In the first place he lost a chance to gain some glory for himself, and in the second place it was not fair to the other riders. When Kramer gets in condition it will not be easy for some of the other riders to beat him, and they had better make hay while the sun shines. Such open team work should be punished by disqualification as it is in clear defiance of the rules. Fogler led at the bell, with Kramer on and Bardgett was wise enough to get next to the champion. At the turn into the stretch Kramer started to go by, while Bardgett had to go away to the outside. The finish was very close, Kramer winning by a foot. Fogler only beat Bardgett by two inches, and Anderson was fourth by a length. John Bedell fell with a puncture just after the finish.

In the three miles handicap Moran started from scratch with Kramer, and the pair alternated in the pace until they closed the gap. It was too much for Kramer and his avoidupois and he quit. The crowd did not like it either. There was to have been a dollar to the leader of each lap, but the scorer forgot to take the numbers. The first mile was won by Marcel Dupuis, and Saxon Williams took the second five dollars.

George Wiley retired with a puncture in the 11th lap, and four laps later Bardgett, whose chance of winning seemed particularly bright, was put out by the same cause. Root elected to pull Fogler for the finish, although it did not seem necessary, as he won by two lengths. John Bedell was only two inches behind Root, and Krebs was given fourth money.

The first fall of the season was scored by William Vanden Dries and Benjamin Neuschafer, who came together in the fourth lap of the first heat of what was intended to have been a miss-and-out race. It was not a miss-and-out race by a long ways, the heats were simply slow mile opens and the excitement did not begin until after two laps had been covered in the final heat. Then they began to count 'em out and Hardy Jackson, the famous non-sectarian International Cycling Association's minstrel, was the first to get the hook. Jacob Magin next joined the down-and-outers, and Thomas Smith was called from the track in



Panoramic View of the New Newark Velodrome, Vailsburg, Showing t

the fifth lap. This left only Goerke, Cameron and Hawkins for the last lap, this being the order at the bell. Goerke and Cameron had a fine battle down the stretch, the first named winning by a half length. Hawkins was some distance behind. Goerke showed remarkable form for one having been so long out of the game. This was his first outdoor race in three years. He followed this victory by getting second in the two miles handicap. Thomas Smith led at the bell, with Cameron second and Goerke next. Goerke gave Cameron a hard race on the last stretch and was beaten by



lbirds," Crowded Grandstand and Bleachers, and Throng in the Arena.

only two inches. Goerke looms up high on the championship horizon. Champion Vanden Dries was expected to class, but was unfortunate to fall in both events.

His young brother, Maurice Vanden Dries, was the particular bright star that the novice race brought out. Maurice won without half trying, and looks like good timber for the amateur ranks, which most certainly needs good riders. On last Sunday there were two or three century runs and a road race on Long Island, so the amateur field was not as large as it will be.

Jacob Derosier, of Springfield, Mass., and Bob Schulz, of Newark, put up a good five miles match, or rather Derosier did. Schulz had taken a bad fall the day before and he evidently left his nerve home. Both men were mounted on brand new twin Indian motorcycles. The first mile was covered in 1:33, and the time for two miles was 3:04⅕. Schulz tried to pass, but Derosier opened wide and left the Newarker standing still. Three miles saw the Frenchman leading by 15 yards in 4:37. Schulz crawled up in the next mile and ran one lap neck and neck. Four miles were covered in 6:08. In the final mile Derosier opened a gap and won by almost the length of the stretch. The summaries:

One-third mile, novice—First heat won by Edwin Lowe, Lakerim A. C.; second, John A. Eubank, Empire City Wheelmen. Time, 0:47⅘. Second heat won by F. W. Jones, Passaic; second, Maurice Vanden Dries, New York. Time, 0:46⅘. Third heat won by Joe Chevallier, New York; second, John Giolotto, New York. Time, 0:46. Final heat won by Vanden Dries; second, Giolotto; third, Jones. Time, 0:47. (Record, Fenn, 0:38⅘.)

One mile miss-and-out, amateur—First heat won by J. B. Hawkins, New York; second, Hardy A. Jackson, International C. A. Time, 2:42.. Second heat won by George Cameron, Irish-American A. C.; second, Jacob Magin, National T. V. W. Time, 2.31⅗. Third heat won by Oscar Goerke, National A. C.; second, Thomas Smith, National T. V. W. Time, 2:41. Final heat won by Goerke; second, Cameron; third, Hawkins. Time, 2:34⅘. (Record, Hume, 1:55⅗.)

One-half mile open, professional—First heat won by Floyd Krebs, Newark; second, N. M. Anderson, Denmark. Time, 1:21⅗. Second heat won by Frank L. Kramer, East Orange, N. J.; second, John Bedell, Lynbrook, L. I. Time, 1:03⅘. Third heat won by Walter A. Bardgett, Buffalo; second, Joe Fogler, Brooklyn. Time, 1:08⅗. Final heat won by Kramer; second, Fogler; third, Bardgett; fourth, Anderson. Time, 1:07⅘. (Record, Clarke, 0:53⅗.)

Two miles, handicap, amateur—First heat won by John Giolotto, New York (225); second, William Vanden Dries, New York A. C. (scratch); third, Charles Nerent, Lakerim A. C. (50); fourth, Fred Bothem, Newark (220). Time, 5:03⅗. Second heat won by John A. Eubank, Empire City Wheelmen (200); second, George Cameron, Irish-American A. C. (scratch); third, Maurice Vanden Dries, New York (100); fourth, Michael Ferrari, Bay View Wheelmen (40). Time, 5:05⅗. Third heat won by Edwin Lowe, Lakerim A. C. (175); second, Oscar Goerke, National A. C. (40); third, Thomas Smith, National T. V. W. (100); fourth, Henry Vanden Dries, New York (85). Time, 4:54. Final heat won by Cameron; second, Goerke; third, Maurice Vanden Dries. Time, 4:49⅕. Record, Wilcox, 3:56⅗.

Three miles handicap, professional—Won by Joe Fogler, Brooklyn (30); second, E. F. Root, Boston (100); third, John Bedell, Lynbrook (30); fourth Floyd Krebs, Newark, N. J., (60). Time, 6:39. (Record, Lawson, 5:35⅗.) Leader first mile, Marcel Dupuis, France; second mile, Saxon Williams, Buffalo.

Five miles motorcycle match—Won by Jacob Derosier, Springfield, Mass (Indian); second, Bob Schultz, Newark (Indian). Time, 7:32. (Record, Derkum, 4:58⅘.)

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The new six lap saucer track came in for instant approval. It is two laps smaller than the track it replaces, keeping the riders closer to the spectators. It is a safe track, too, as shown by the few falls that occurred. Usually opening meets are marred by innumerable spills, because the amateur riders are unacquainted with the banked curves, but nothing like this happened on Sunday. There were one or two falls, but they were easy ones. The general impression was that the new board track will result in some sensational performances before the season ends.

One fact demonstrated Sunday was that the riders—both amateurs and professionals—are more evenly matched than has been the case for several seasons past. It is not likely that Champion Kramer will have an easy time of it this year.

The half-mile open in three heats, with two to qualify in each for the final, was the piece de resistance of the bill. The first heat brought together Krebs, Rupprecht, Halligan, and Schlee, all of Newark, and N. M. Anderson, the Danish ex-amateur champion, who is expected to cut a big figure in the sprint championship. Krebs led at the bell and finished a length ahead of Anderson, who was almost nipped at the tape by Rupprecht. Although the second heat had the largest number of starters—Kramer, John Bedell, Wiley, Hill, Judge, Triebel and Root, it was an easy one for Kramer. Bedell was second by a half length. The third heat was probably the hardest to qualify in as it had for starters Bardgett, Fogler, Moran, Canfield. Dupuis and Williams. Williams led at the bell with Fogler second and Bardgett third. Coming into the homestretch Moran tried to pass Bardgett, but the extra kick the Buffalonian gave to his pedals was sufficient to send him across the tape two inches ahead of Fogler.

Fogler did not do right when he framed up to team with Kramer in the final heat. In the first place he lost a chance to gain some glory for himself, and in the second place it was not fair to the other riders. When Kramer gets in condition it will not be easy for some of the other riders to beat him, and they had better make hay while the sun shines. Such open team work should be punished by disqualification as it is in clear defiance of the rules. Fogler led at the bell, with Kramer on and Bardgett was wise enough to get next to the champion. At the turn into the stretch Kramer started to go by, while Bardgett had to go away to the outside. The finish was very close, Kramer winning by a foot. Fogler only beat Bardgett by two inches, and Anderson was fourth by a length. John Bedell fell with a puncture just after the finish.

In the three miles handicap Moran started from scratch with Kramer, and the pair alternated in the pace until they closed the gap. It was too much for Kramer and his avoidupois and he quit. The crowd did not like it either. There was to have been a dollar to the leader of each lap, but the scorer forgot to take the numbers. The first mile was won by Marcel Dupuis, and Saxon Williams took the second five dollars.

George Wiley retired with a puncture in the 11th lap, and four laps later Bardgett, whose chance of winning seemed particularly bright, was put out by the same cause. Root elected to pull Fogler for the finish, although it did not seem necessary, as he won by two lengths. John Bedell was only two inches behind Root, and Krebs was given fourth money.

The first fall of the season was scored by William Vanden Dries and Benjamin Neuschafer, who came together in the fourth lap of the first heat of what was intended to have been a miss-and-out race. It was not a miss-and-out race by a long ways, the heats were simply slow mile opens and the excitement did not begin until after two laps had been covered in the final heat. Then they began to count 'em out and Hardy Jackson, the famous non-sectarian International Cycling Association's minstrel, was the first to get the hook. Jacob Magin next joined the down-and-outers, and Thomas Smith was called from the track in the fifth lap. This left only Goerke, Cameron and Hawkins for the last lap, this being the order at the bell. Goerke and Cameron had a fine battle down the stretch, the first named winning by a half length. Hawkins was some distance behind. Goerke showed remarkable form for one having been so long out of the game. This was his first outdoor race in three years. He followed this victory by getting second in the two miles handicap. Thomas Smith led at the bell, with Cameron second and Goerke next. Goerke gave Cameron a hard race on the last stretch and was beaten by only two inches. Goerke looms up high on the championship horizon. Champion Vanden Dries was expected to class, but was unfortunate to fall in both events.

His young brother, Maurice Vanden Dries, was the particular bright star that the novice race brought out. Maurice won without half trying, and looks like good timber for the amateur ranks, which most certainly needs good riders. On last Sunday there were two or three century runs and a road race on Long Island, so the amateur field was not as large as it will be.

Jacob Derosier, of Springfield, Mass., and Bob Schulz, of Newark, put up a good five miles match, or rather Derosier did. Schulz had taken a bad fall the day before and he evidently left his nerve home. Both men were mounted on brand new twin Indian motorcycles. The first mile was covered in 1:33, and the time for two miles was 3:04⅕. Schulz tried to pass, but Derosier opened wide and left the Newarker standing still. Three miles saw the Frenchman leading by 15 yards in 4.37. Schulz crawled up in the next mile and ran one lap neck and neck. Four miles were covered in 6:08. In the final mile Derosier opened a gap and won by almost the length of the stretch. The summaries:

One-third mile, novice—First heat won by Edwin Lowe, Lakerim A. C; second, John A. Eubank, Empire City Wheelmen. Time, 0:47⅘. Second heat won by F. W. Jones, Passaic; second, Maurice Vanden Dries, New York. Time, 0:46⅘. Third heat won by Joe Chevallier, New York; second, John Giolotto, New York. Time, 0:46. Final heat won by Vanden Dries; second, Giolotto; third, Jones. Time, 0:47. (Record, Fenn, 0:38⅘.)

One mile miss-and-out, amateur—First heat won by J. B. Hawkins, New York; second, Hardy A. Jackson, International C. A. Time, 2:42.. Second heat won by George Cameron, Irish-American A. C.; second, Jacob Magin, National T. V. W. Time, 2.31⅗. Third heat won by Oscar Goerke, National A. C.; second, Thomas Smith, National T. V. W. Time, 2:41. Final heat won by Goerke; second, Cameron; third, Hawkins. Time, 2:34⅘. (Record, Hume, 1:55⅗.)

One-half mile open, professional—First heat won by Floyd Krebs, Newark; second, N. M. Anderson, Denmark. Time, 1:21⅗. Second heat won by Frank L. Kramer, East Orange, N. J.; second, John Bedell, Lynbrook, L. I. Time, 1:03⅘. Third heat won by Walter A. Bardgett, Buffalo; second, Joe Fogler, Brooklyn. Time, 1:08⅗. Final heat won by Kramer; second, Fogler; third, Bardgett; fourth, Anderson. Time, 1:07⅘. (Record, Clarke, 0:53⅗.)

Two miles, handicap, amateur—First heat won by John Giolotto, New York (225); second, William Vanden Dries, New York A. C. (scratch); third, Charles Nerent, Lakerim A. C. (50); fourth, Fred Bothem, Newark (220). Time, 5:03⅘. Second heat won by John A. Eubank, Empire City Wheelmen (200); second, George Cameron, Irish-American A. C. (scratch); third, Maurice Vanden Dries, New York (100); fourth, Michael Ferrari, Bay View Wheelmen (40). Time, 5:05⅗. Third heat won by Edwin Lowe, Lakerim A. C. (175); second, Oscar Goerke, National A. C. (40); third, Thomas Smith, National T. V. W. (100); fourth, Henry Vanden Dries, New York (85). Time, 4:54. Final heat won by Cameron; second, Goerke; third, Maurice Vanden Dries. Time, 4:49⅕. Record, Wilcox, 3:56⅗.

Three miles handicap, professional—Won by Joe Fogler, Brooklyn (30); second, E. F. Root, Boston (100); third, John Bedell, Lynbrook (30); fourth Floyd Krebs, Newark, N. J., (60). Time, 6:39. (Record, Lawson, 5:35⅗.) Leader first mile, Marcel Dupuis, France; second mile, Saxon Williams, Buffalo.

Five miles motorcycle match—Won by Jacob Derosier, Springfield, Mass (Indian); second, Bob Schultz, Newark (Indian). Time, 7:32. (Record, Derkum, 4:58⅘.)



Panoramic View of the New Newark Velodrome, Vailsburg, Showing the "Railbirds," Crowded Grandstand and Bleachers, and Throng in the Arena.

WRAY AROUSES RIGHTEOUS WRATH

Motorcycle Police Squad on His Trail—Fellow Clubmen Threaten Action on Next Violation of Law.

After a speedy career extending over a period of years, W. A. Wray, Jr., of Brooklyn, N. Y., appears to be "in bad." As a result of his most recent scorching escapade, with open muffler accompaniment, the redoubtable Sergeant Casey, head of the New York police motorcycle squad, is said to be camping on his trail, and at an open meeting on Monday last, at which he was present, Wray was warned that if he again "breaks out" charges will be preferred looking toward his expulsion from the New York Motorcycle Club, as an undesirable member.

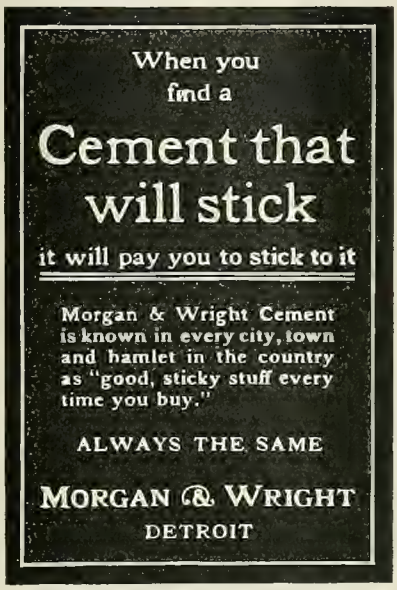
Wray does not appear content with the meteoric flights on Ormond beach which stand to his credit. Riding at a reasonable pace appears in the nature of personal torture, and always he affects the appearance of a racing man—crouching position, and with the peak of his cap pointing rearward. For two or three years he confined his attentions to Brooklyn and other parts of Long Island, where several times he was gathered in by the police, but where oftener he gave them "a run for their money" and escaped. Last year his business brought him to New York, that is, Manhattan borough and "burning up" the roads and awakening the echoes with his open muffler have served to keep him in training. Last Thanksgiving Day he was arrested while going at a terrific pace, but broke away and was recaptured after a long chase. On New Year's night he rode to Tarrytown without regard for consequences, and only last month he invaded Staten Island and left behind him such a trail of dust and noise that the police stopped nearly every other motorcyclist who happened to travel the same route.

Last week, on a big machine, wholly devoid of muffler, he gave the cops a chase that aroused Sergeant Casey, who knows Wray's record, to fighting pitch. Accompanied by Edward Shotwell, a chauffeur, who, on motorcycle and in motor car, also has played hide and seek with the police, and who once was given a jail sentence for speeding in a car, Wray tore up Broadway. The bicycle cops pursued the flying motorcyclists for miles, even pressing two automobiles into service, but Wray and Shotwell made their escape, by good luck dodging a bicycle which was thrown at them by a policeman who tried to head them off.

The result is not only an angry lot of cops and an aroused sergeant, but the motorcyclists themselves who long have known and talked among themselves of the need of doing something to save themselves from Wray, finally have made a move in that direction. Some of those who are kindly disposed to the young man, who is a big, pleasant faced, genteel appearing chap, have argued and pleaded with him, but to no purpose. They have pointed out to him how he was injuring the interests of all motorcyclists and paving the way for a law that will require tags and fees and trials and heavy fines at General Sessions, and it was one of this number, who at the meeting of the New York Motorcycle Club on Wednesday, arose and said that the time had passed for "talking among themselves," and for actually doing something. He gave notice that he himself will prefer the necessary charges on the occasion of Wray's next escapade.

More Entries Needed for 48-Hour Race.

If several teams are entered before 6 o'clock Monday afternoon next, 18th inst., the 48-hours amateur bicycle team race under the auspices of the Manasquan Park Speedway, will be held on the half mile track at Manasquan, N. J., May 28-30. Entries closed yesterday (Friday), but at that time there were not enough teams to guarantee the race; if sufficient additional entries are secured by Monday the race will be run as per schedule.



The long grind is open only to teams from New Jersey and it will be run under the 6-day race rules, sanction having been granted by the National Cycling Association. The race will start at 4 p. m. on Thursday, 28th inst., and continue until the same hour Decoration Day.

Unusually attractive prizes are offered and Monroe Wyckoff, secretary of the promoting organization, guarantees that they will be full value. Five prizes have been offered, the value being, respectively, $150, $100, $50, $40 and $25.

As the race will start at 4 o'clock in the afternoon and end at the same hour it is planned to hold a card of sprint races before and after the long grind. "Good old" Arthur A. Zimmerman will referee the race.

MOTOR BICYCLE FOR FIRST PRIZE

Riders from Many Cities to Participate in Irvington-Millburn Race—Stern Heads Committee of Arrangements.

Entry blanks for the time-honored Irvington-Millburn race were issued last week by the Bay View Wheelmen, of Newark, N. J., who have conducted the famous contest for several years. As usual, it will be held on the morning of Decoration Day, May 30th, and will run for 25 miles over the hilly course between the New Jersey towns, Irvington and Millburn.

The fact that Richard Stern is at the head of the committee on arrangements is assurance that the 1908 Irvington-Millburn will be fully up to any of the preceding events. While the prize list is, of course, not complete, it has been decided to give a Yale-California motor bicycle as first prize. Several bicycles will be provided by the club while one of its members, Adam Freund, has given a silver service set.

The race this year has been sanctioned by the National Cycling Association and this fact will bring out the best road riders in America. Secretary Stern said this week that already the race is being widely talked of and he has had assurance of riders from Boston, Rochester, Syracuse, Atlantic City, Philadelphia and Baltimore. Will R. Pitman, of the Boston Bicycle Club, has again been asked to referee, and, of course, has accepted the honor. An Irvington-Millburn without Pitman at the head of the officials scarcely would be the "real thing."

To materialize aid in financing the race the committee has arranged for a dance to be held at the Bay View Wheelmen's club house, 378-382 South Sixth street, Newark, on Saturday night, 23d inst. Besides dancing, prize bowling and illustrated songs will be features, and metropolitan cyclists generally are invited to join in the festivities.

Heagren to Hold Races at Ogden.

Although it was announced from Ogden that the Glenville saucer track at that place would not open this year because there will be bicycle racing four nights a week at the Salt Palace and the Salt Air tracks, Harry B. Heagren, of Salt Lake City, states that he has leased the Ogden track for the season and will hold races there one night every week. He has not decided which night, but the program for the opening meet will be announced in a few days.

Bicycle and Motorcycle Meet for Cleveland.

In addition to the big road race on June 6th, the Cleveland (Ohio) Wheelmen will hold a combined bicycle and motorcycle race meet on the Glenville track. Five events for cyclists and three events for motorcyclists will be decided under the respective rules of the N. C. A. and the F. A. M.

MOTORCYCLISTS IN CENTURY RUNS

Big Field in Both "Single" and "Double" —One Picturesque "Disaster"—Horenberger Breaks His Hoodoo.

What is usually considered the opening motorcycle event in the East, and which is in the nature of the first public try-out of new models—the New York Motorcycle Club's Spring century run, occurred on Sunday, the 10th inst. For the first time, the entrants were given a choice between a "long" and a "short" run, the former being a double century, while the latter, though slightly more than one hundred miles, was known as the single century.



DURING THE DINING HOUR AT SOTTHAMPTON

In all, there were 82 entries, six more than entered for last year's run; of these, 63 "survived" within the official limits. For the double century, which had Southampton as the turning point, 39 started, and 29 finished. The single century was over the familiar route to Patchogue and had 43 entrants, of whom 34 "survived." The start and finish in each case was in Brooklyn.

Both runs were singularly free from accidents, though punctures, as usual, played a large part in the delays and failures which the riders suffered. One of the few nasty-appearing mishaps befell A. Kreuder, who tried to negotiate a sharp turn in the road, but he turned too fast and brought up against the side of a bridge. His machine was bent, but he finished within the time limit, nevertheless. Grover Cleveland Davis, in an excess of enthusiasm, strained so hard on his handle bars that he pulled them out with the result that he picturesquely caromed into a cemetery, without, however, making it his permanent abode. F. W. Horenberger, who for years has been known as the "original hard luck man," changed his mount during the past year and broke his "hoodoo." He came through "with bells on."

De-pite the fact that the roads were in bad condition in many places and that the day was exceedingly windy, the run was entirely successful and placed a feather in the cap of Capt. Chapple of the New York Motorcycle Club, who engineered the affair.

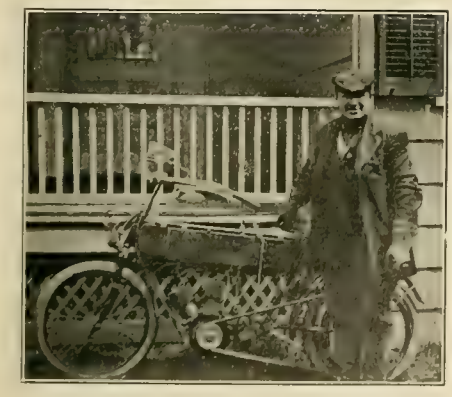
Those who survived within the official limits were as follows:

Double Century.

J. F. McLaughlin, 6 N. S. U.; David Molin, 6 N. S. U.; Carlton Kelly, 6 N. S. U.; Fred Voelker, 3 N. S. U.; Will Cook, 6 N. S. U.; Albert Krueder, 6 N. S. U.; John Tawcett, 4 N. S. U.; Earle L. Ovington, 5 F. N.; David Dessau, 5 F. N.; A. Everhardt, 4½ F. N.; Hiram Powers, 4½ F. N.; Tom Rice, 4½ F. N.; Frank P. Baker, 5 Indian; George Groning, 2¾ Indian; M. T. Sullivan, Indian tri-car; George Ruck, 1¾ Indian; A. Mowatt, 3 R-S; H. Senior 3 R-S; D. Patterson, 3¼ M-M; C. Voigt, 3½ M-M; C. Libby and R. A. Pickens, 6 M-M; Fred Littlefield, 5 Vindec; F. W. Horenberger, 5 Vindec; R. Starkweather, 3 Light; W. H. Wray, Jr., 7 Peugeot; A. H. Sicard, 3 Thor; H. Van Wyck, 3 Brenabor; A. Swidorski, 3 Styria.

Single Century.

Eugene Kicherer, 3½ N. S. U.; F. E. Dalton, 6 N. S. U.; Leo Schwarz, 3 N. S. U.; Will Thorman, 3½ N. S. U.; A. O. Niereck, 3¾ N. S. U.; R. S. Morton, 5 Indian; J. M. Shores, 1¾ Indian; George Gifford, 3½ Indian; F. Mercier, Indian tri-car; R. Braisner, Indian tri-car; Albert Kurchuber, 2⅗ Indian; Perry Deyo, 3¾ Indian; Oscar Johnson, 2¾ Indian; Philip Glorins, 2¾ Indian; J. P. Thornley, 3½ Indian; Irving Davis, 3½ M-M; C. P. Rogers, 3½ M-M; J. McKeevar, 3½ M-M; George P. Jenkins, 3½ M-M; M. J. Parker, 3½ M-M; Jos, Sheehan, 3½ M-M; Arthur Titus, 3½ M-M; W. Erath, 3 Linden; Harold Fletcher, 3 Linden; J. Constant, 3 R-S; J. Brown, 3 Linden; Roland Moore, 4½ F. N.; Henry J. Wehman, 3 Curtiss; J. Frederick, 5 Sarolea; Geo. V. Lyons, 8 Minerva; W. Finley, 3 Merkel; Arthur T. Bendix, 5 Griffon.



KREUDER AFTER HIS SPILL

Status of New Jersey Registration.

Despite the fact that it was announced that under the amended New Jersey law, registrations issued last year remain good for one year from their respective dates, some of the minor officials appear unaware of the situation and hold-ups of motorcyclists have resulted. In order to clear the atmosphere, an offocer of the F. A. M. asked J. B. R. Smith, New Jersey's Commissioner of Motor Vehicles, for a ruling, which request brought the following reply:

"The amendments do not change the time of expiration of licenses, except that it provides that all licenses shall expire on December 31st. Any license in effect at the present time will remain in effect until its expiration according to the old law; that is to say, if a license was issued in July, 1907, it will expire in July, 1908. As you will observe, the wording of the new law does not provide for annual registrations. It provides that all registrations shall expire at one time of the year; namely, December 31st, and that registrations shall be issued at the statutory rates. The law does not refer to these rates as 'annual' rates, either for motorcycles, automobiles or drivers' licenses, in this respect differing from the original law."

Philadelphia Motorcycle Meet Postponed.

As a result of the new life which has been injected into the F. A. M. Western District, A. J. Banta, one of the earliest and most energetic members of the organization, has returned to the fold. He has been appointed chairman of the Western District's competition committee and will direct the two-days' race meet which will be held in Chicago following the New York-Chicago touring competition, which will start July 6th, and the rules governing which will be issued next week. Joseph F. Gunther and C. G. Sinsabaugh, who were two of the best known and most active of Chicago's cyclists, also have dipped into motorcycling and will become members of the District's competition committee.

Banta Returns to the F. A. M. Fold.

The Philadelphia Motorcycle Club's race meet, fixed for May 15th, has been postponed to May 23d. The card of six events then will be decided as originally planned.

WEHMAN PLAYS PART OF SLEUTH

F. A. M. Application Blank and Some Unusual Circumstances Lead to Capture of a Motorcycle Thief.

Instead of "telling their troubles to the policeman" many persons who are interested in motorcycles carry their woes to Wehman—H. J. Wehman, secretary of the Federation of American Motorcyclists. As a result of taking Wehman into his confi- City, is again in possession of his motor- 121 West Seventy-eighth street, New York was learning the intricacies of the machine cycle, which was stolen on Monday, the 11th inst. Camerden's son was of the "right sort." After buying his machine he had filled out an F. A. M. application blank, and it was this fact that led his father to Wehman, who, he thought, could tell him the best way to recover a missing machine. Incidentally the name of Eugene Casey, the motorcycle policeman, who is the terror of scorchers, enters into the tale, which runs in this wise:

Young Camerden, a youth of sixteen, recently became the possessor of a De Dion motor bicycle. On Monday evening last he was learning the intricacies of the machine and followed the maternal instructions "not to leave the block." He was riding up and down on the asphalt pavement of the street on which his home is situated when he was approached by a young man, a part of whose attire consisted of cap, goggles and leggins. The stranger stopped and engaged Camerden in conversation, and by way of an introduction stated that he was the owner of an Indian motorcycle. He then asked how Camerden liked the De Dion. The report on the De Dion being favorable, the stranger expressed a desire to "try it" as he would like to compare its actions with those of the Indian. The owner of the De Dion, desiring to learn from such an authority how the two makes of machine compared, acquiecsed to the stranger's request. The stranger mounted the machine. Exit stranger and De Dion motorcycle.

Wehman is sitting in his office, earning an honest living, when Mr. Camerden, Sr., enters on Tuesday morning. The caller tells his troubles to Wehman and is advised to hunt up Mr. Casey. Casey hears the tale and causes a general alarm to be sent out by the police department. In the meantime, Wehman, happening in on F. A. Baker, the head of F. A. Baker & Co., of 37 Warren street, is talking with Baker of the coming F. A. M. meet, when in comes a man with a De Dion motorcycle which needs some slight repairs. Wehman suspects that the machine may be the one for which the police are looking, and engages the stranger in conversation. How long had he been riding? About a year. What was the horsepower of his machine? He wasn't exactly certain. These sort of answers induced Wehman to share his suspicion with Baker, who has the machine taken into his repair shop, where, under the guise of fixing a slightly disarranged part, he puts the carburetter out of business so that the machine will not run and must needs be left over night. The man leaves, promising to call in the morning. Casey is notified and brings the owner of the machine to Baker's store, where he identifies his property.

Wednesday morning finds a large, well built man seated at one of Baker's desks. He may be a clerk or manager, and he would be a handsome man, but for the goggles which disfigure his clean shaven face. 'Tis Casey, fearing he may be recognized. Two hours pass and Casey still waits. Then the door opens and enters the man who had left the motorcycle for repairs. Casey, with an eye to Baker's interests, says nothing. Baker, thinking of his own interests, collects the amount of the repair bill and turns the machine over to the caller, who takes it to the street. As he is about to mount the De Dion, the hand which grasps the handle bar is suddenly seized, there is the click of the handcuff, and with a rapid gesture which removes the goggles, Casey stands revealed in propria persona.

In the West Fifty-fourth street court, the prisoner gives the names of Charles A. Terell, age 19; occupation, chauffeur; home Utica, N. Y.; New York address, Mills Hotel, Thirty-sixth street and Seventh avenue. When searched, his pockets are found to contain a pawn ticket for a $50 stud, a key to a room in the Knickerbocker Hotel, both of which articles are viewed with surprise by the prisoner, who denies all knowledge of the things. There is found also an entry blank for the New York Motorcycle Club's annual spring century run, which is filled out with the prisoner's name, and an address 210 West 109th street, where, however, he is not known. The blank also reads that the machine entered is an 8 horsepower Minerva. The prisoner was held on a charge of grand larceny in $1,000 bail for the action of the Grand Jury.

George V. Lyons, the New York agent for the Minerva, says he does not know the prisoner, but that there are two Minervas owned by people living in the vicinity of 201 West 109th street.

While Wehman does not guarantee that all men who sign applications for F. A. M. membership will thus easily recover stolen machines, he has made note of the fact as a "possible advantage" of membership.

Municipal Bicycle Repair Department.

As a matter of municipal economy, the police department of Muncie, Ind., has inaugurated a repair department to look after the maintenance of the bicycles which are used for patrol duty. After the present equipment had been in service for some little time it was found that the repair bills were mounting up, and the present arrangement is a result of the consequent effort to cut down expenses.

RECORD THEIR RUN IN RHYME

Would have had a jolly time, If the weather had been better—Made a poem of their letter.

It has been a characteristic of St. Louis cycle tourists since the year one, that they cannot be bluffed by weather or road conditions. Recently two members of the St. Louis Cycling Club made their way in an icy spring rain to Ballwin, 18 miles out on the Manchester road hous· The report they sent the captain of the club, was:

A solitary wheelman, set out one summer day,
To meet a friend, the night to spend
At Ballwin, far away.
At Ballwin, far away, my friends,
Some eighteen miles or so,
To have some fun, upon the run,
And take it nice and slow.

And take it nice and slow they did
Upon that you may wager;
For the solitary wheelman was an old and trusty stager.
And old and rusty though he be,
He was no Molly Coddle,
He looked quite fierce, upon a Pierce,
The very latest model.

He met his friend at half past three,
In other words, three thirty;
The wind was blowing quite a gale,
The clouds looked black and dirty;
The clouds looked black and birty, boys,
There is no doubt about it,
And if you don't believe my tale,
From the house tops I will shout it.

So forth, this gallant train did fare
The clouds still looking dirty,
And reached the village of Des Pere.
I think about five thirty;
I think five thirty was the time
We reached this little hamlet,
It looked quite plain that it would rain,
But we cared not one Damn-let.
On, on to Ballwin, wet or dry,
Thus spake the valliant Ollie,
We'll make it yet, though we get wet,
To turn back would be folly.
We'll make it yet, though we get wet,
Thus spake this doughty German,
I've made the run already yet,
From Washington to Hermann.

When Ballwin town at last appeared,
So fair, serene, and solemn,
Upon the hill, it sent a thrill,
Right down our spinal column.
Right down our spinal column, boys,
We had that funny feeling,
That adds the touch, and does so much
Enhance the joys of wheeling.

Sunday 9 a. m.

Two wheelmen homeward plug their weary way,
Thro' gravel, sand and rocks, but mostly clay;
The yelping dogs bark madly at their shining pedals,
Upon their breast there are no golden medals.
Thro' Forest Park two sad faced Sporterinos,
Who though once white, now looked like Fillipinos.
All in, all down and out, and ten pounds thinner,
Arrived at home, at last, in time for dinner.

—L. C· Davis.

ROUTE FOR ENDURANCE CONTEST

F. A. M. Committee Selects Diversified Country—Course Penetrates the Catskills and Circles Long Island.

One day amid the ups and downs of the Catskill and Ramapo ranges in New York State, and the following day on the more level roads of Long Island, will constitute the travel entailed by the Federation of American Motorcyclists' national endurance contest, June 29 and 30.

The route has been definitely selected by the committee in charge, and it is to be said for it that a course more picturesque than that mapped out for the first day of the contest will be difficult to find in this part of the country. It penetrates the very heart of Rip Van Winkle's land, and is saturated not only with legend, but is rich in scenic beauties and—summer boarders. Generally speaking, the roads are good. There are hills, of course, and many of them. They are of all sorts and sizes, and there are two or three which, on the down sides, call for powerful brakes. The decision to spend one day in the mountains will require that the contest be started from Catskill, N. Y., a lively little burg on the shores of the Hudson, 112 miles from New York City.

From the very starting point, the road begins to go upward. It runs back into the Catskill range through Cairo to East Windham, which is away up in the world; the route then describes a winding semicircle through Hunter, which also is a "high spot," Tannerville and Haines Corner, where it descends the steep, winding Palensburg hill and through a long gorge returns near to the shore of the Hudson river at Saugerties. The Hudson is followed over a grand road to Newburg, where the road again turns inland and penetrates the Ramapo Valley through Arden, Tuxedo and Suffern to Nyack on the shore of the Hudson, where ferry must be taken to Tarrytown; thence the route is the familiar one through Yonkers to New York City. The total day's travel will be approximately 174½ miles.

The second day, June 30th, the route will describe a 175 miles circle on Long Island, the start being from Brooklyn. The practically level course on the south shore through Babylon and Patchogue will be followed to Quogue, where the road crosses to Riverhead and the hillier north shore of the island. The route thence leads back to Brooklyn through Port Jefferson, Roslyn and Flushing.

Schultz Purges Himself of Outlawry.

Robert Schultz, of Newark, has a clean bill once more, after having mixed with a small "outlaw" motorcycle movement in New England. When he engaged to do some pacing and riding at the new Newark Velodrome, Schultz found himself "in bad"—that the alliance between the National Chairman Douglas, of the F. A. M. racing American Motorcyclists was a barrier too strong for him to break. He then visited Chairman Douglass, of the F. A. M. racing board, and executed a long affidavit of explanation and purged himself of outlawry. Accordingly he was permitted to ride at the opening meet last Sunday, but had another "bad time" when he discovered that he forgot his F. A. M. registration card.

San Franciscans Ride 160 Miles.

Twenty-four riders started in what was styled an endurance run, held by the San Francisco Motorcycle Club on May 3d and of the number, 13 survived, 7 without penalties of any kind. The route was from San Francisco to Gilroy, Cal., and return, a distance of 160 miles, which is 140 miles short of the distance required for an event to be officially recognized as an endurance contest. The riders who finished with clean records of 500 points were:

H. F. Merriwether, Thor; H. B. Pfeiffer, Thor; F. E. Karslake, Curtiss; P. J. Lavin, F. N. 4 cylinder; V. Guyot, Curtiss; E. J. Weinman, Metz; E. L. Roseberry, Metz.

Those who incurred penalties were: J. E. Carey, Indian, 494; L. F. Pierson, Indian, 492; C. E. Macy, Indian, 475; H. Smith, Indian, 453; E. P. Blair, Indian, 448; F. Fisher, Thor, 464.

Rochester Protests His Disqualification.

Fred A. Rochester, of Baltimore, who finished fifth in the Camden-Atlantic City race on May 3d, but was disqualified, it being alleged that he was paced by an automobile, has protested the decision. In a "Grupeian" letter to Chairman George W. Robb, of Philadelphia, Rochester states that as he was unacquainted with the route it was necessary several time for him to ride alongside automobiles to inquire the direction, and that an act of this sort may have been misconstrued by the checker who reported that he had been paced.

Track Problem Perplexes Promoters.

The New York Motorcycle Club has done the "handsome thing" for the F. A. M. meet, July 1st to 4th. It has contributed $50 to the entertainment fund. The matter of a track for the championships and other races to be run during the meet is proving a vexing problem, which has served to delay the arrangements. The trotting associations owning the available mile tracks are not disposed to let them out for motorcycle racing and the price asked for one that has been offered would go far to build a course.

Marsh Charged with Dangerous Riding.

David Marsh of Brockton, Mass., has been to appear on a charge of having operated a motorcycle to the common danger. The complaint grew out of an accident in Hatfield, Mass., in which a small boy was knocked down and slightly injured.

SCHUSTER'S PLUCKY RIDING WINS

Captures C. R. C. A. Road Race—Time Prize Again Goes to F. Eifler—Event Contested in a Gale.

Joseph Schuster, riding with a handicap of 3 minutes 30 seconds, won the 10 mile open handicap road race promoted by the Long Island division of the Century Road Clum Association, and held at Valley Stream last Sunday, 10th inst. Schuster's time was 34:21, and J. Steinert and R. La Rossa, both 2:30 markers, finished, respectively, second and third.

Although a small-sized gale was blowing against the riders on the outgoing trip, they plugged away and lowered the time made in the race for the same distance and over the same course the previous Sunday.

Schuster rode a good race and a plucky one. He soon overhauled the limit men and he and Gordon were the first to make the 5 miles turn. As Schuster turned he saw the 2:30 men close to his heels and with only half of the distance covered he jumped away from Gordon and plugged alone to the finish, winning by many yards.

Considering the wind, the scratch men made good time and overhauled many of the handicap men, finishing in fifth, sixth and eighth positions. Charles Schlosser, of the Lakerim A. C., began to unwind about 100 yards from the finish. Frank Eifler returned the sprint and at 30 yards to go was even with the New Yorker. Eifler won by almost a length in 32:40⅗. Charles Martin, a 2-minute man, was caught by the scratch men and almost caused a fall in attempting to sprint with them at the finish. Joe Eifler won third time prize. The summary:

	Name and Club.	Hcp.	Time.
1	Jos. Schuster, C.R.C.A.	3:30	34:21
2	J. Steinert, Hicksville	7:30	34:07⅕
3	R. La Ross, Jersey City	2:30	34:10
4	D. Gordon, C.R.C.A.	4:00	35:48
5	F. W. Eifler, C.R.C.A.	Scrch	32:40⅗
6	Ch. Cchlosser, Brower	Scrch	32:40⅗
7	H. Zeile, C.R.C.A.	2:00	34:40⅘
8	J. M. Eifler, C.R.C.A.	Scrch	32:41
9	Ch. Martin, C.R.C.A.	2:00	35:41⅕
10	L. Card, C.R.C.A.	3:30	37:11⅗
11	Nick Kink, Edgecombe	2:30	36:11⅗
12	J. Esposito, Brooklyn	2:30	37:00
13	S. Nauchosen, Brooklyn	2:30	37:04
14	P. Kelley, C.R.C.A.	4:00	38:52
15	J. Bell, C.R.C.A.	3:30	39:14
16	R. Rosenblum, C.R.C.A.	7:30	37:55
17	Geo. Froebig, C.R.C.A.	4:00	40:08⅕
18	P. Wollenschlager, C.R.C.A.	4:00	45:32

Time Prize Winners.

1	F. W. Eifler, C.R.C.A.	Scrch	32:40⅗
2	Ch. Schlosser, Brower	Scrch	32:40⅗
3	J. M. Eifler, C.R.C.A.	Scrch	32:41

Former Champion to Try Again.

The call of the track has again proved irresistible to Didier-Nauts, who won the world's mile amateur championship in 1900. Didier-Nauts has opened training quarters at the Buffalo Velodrome, Paris, and says if he can regain his old form he will compete.

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154 Nassau Street, NEW YORK

FROM THE FOUR WINDS.

The National Bicycle Club of Council Bluffs, Iowa, have formed a motorcycle squad and dubbed it the "Light brigade"—after the name of the machine owned by most of the riders.

Officers have been elected by the Chatham (N. J.) Wheelmen's Club as follows President, Charles Mitscher; vice-president, Henry Albert; secretary, J. Thomas Scott; treasurer, John J. Conklin.

In Italy the bicycle has found favor in the eyes of the Queen Dowager. Her Majesty herself does not ride, but when motoring she is accompanied by a body guard of uniformed young men mounted on bicycles.

The Essex Bicycle Club, organized in 1878, held its annual election at Newark, N. J., last week with the following result: President, Col. William R. Righter; vice-president, Herbert W. Knight; secretary-treasurer, Benjamin F. Coe.

The Royal Motorcycle Club has been organized in Baltimore with the following officers: George Louis, captain; Harry Louis, color bearer; E. C. Briggeman, secretary; governors, Frank J. McCloskey, J. Velte, William Martell, Fred Slimme and Martin.

Among the members of the Montclair (N. J.) Young Men's Christian Association, two new clubs have been formed, one a "Hikers," or walking club, and the other a "Bikers," or bicycle club. Elaborate programs of walks and runs have been arranged for both divisions.

Great Britain has unearthed another "non-puncture record"—a cyclist who has ridden 12,288 miles in two years without sustaining a puncture. It was in the "tight little isle" that a wheelwoman recently testified that she had ridden "summer and winter" for ten years without having a tire punctured.

The Hartford (Conn.) Motorcycle Club which had lapsed into a state of somnolence, has awakened and been reorganized with a new set of officers. They are as follows: President, Perrin B. Whitney; vice-president, George A. Snow; secretary-treasurer, George W. Baker; captain, Louis S. Rockwell.

The bicycle record from Sydney to Melbourne, Australia, has been reduced from 73 hours 31 minutes to 57 hours 34 minutes. While the distance between these two cities is only 577 miles, the roads, in many places, are very poor, which accounts for the seemingly slow time made by E. A. Pearson, of Sydney, who recently established the new record.

Because of their carelessness in attempting to sell a bicycle for 75 cents. Lon Kessee, a junk dealer, and Frank Ash, were arrested in Indianapolis, Ind., late last week. Two bicycle patrolmen who "took them in," were mightily impressed with the extremely low price asked for an apparently good wheel they were trying to dispose of. On close investigation, it was found to be equipped with a pair of brand new tires, which the officers estimated to be worth $6 at the very least. Hence the incarceration of the unhappy pair.

According to the latest statistics, gathered at the beginning of the present year, there are at present 19,573 motorcycles in use in the German Empire. The total number of motor vehicles in use during 1907 was one-third greater than during 1906. At present there are about 1,500 more motorcycles in use than motor vehicles of any other description.

The League of Victoria Wheelmen of Australia has issued a warning to riders and trainers, cautioning racing men against appearing on tracks in dirty and untidy costumes. The notice states that "competitors will only be allowed to wear white hats, provided they are thoroughly clean." In America, riders will continue to wear something more than white hats, whether clean or not.

June 13th has been selected as the date of the annual road race promoted by the St. Louis Cycling Club. This year it will be held over a 2½ miles mourse in the section of Forest Park, north of the art museum, and the competitors will have to ride twelve laps to make the distance. Entries close on June 8th, with E. N. Sanders, National Cycling Association representative for the Middle Western district.

Prof. Edward G. Warman, who is known as the "bare-headed bicycle rider" of Los Angeles, Cal., celebrated his sixty-first birthday recently by riding 61 miles on his machine. In carrying out this annual custom, he beat his record of last year by two hours, despite the extra mile. Prof. Warman expects to live to be a hundred, he says, and quaintly announces he will celebrate the occasion in what must be considered a most appropriate manner, or in other words by riding a century.

Ruthless bicycle thieves who operated in a wholesale manner, served to tarnish the memory of a celebration held one night early this week at Fiala's in Bohemia-on-the Plains, near Sayville, L. I., in honor of Miss Josephine Fiala. Miss Josephine had only just returned from New York after a happy recovery from an operation for appendicitis, and the occasion was deemed to be such as should only be marked with befitting manifestations of conviviality and joy. Toward morning, when a number of the friends and relatives of the recovered one, who had come from distant homes on their bicycles, began to think of getting back in time for work, it was discovered that some miscreant had carried off all the transportation in sight.

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The Week's Patents.

885,982. Driving Gear for Velocipedes. Rene J. A. Delacroix, Besancon, France. Filed Aug. 4, 1906. Serial No. 329,186.

1. In a transmission gear for velocipedes, the combination of a chain wheel, said chain wheel having a major axis, and a minor axis, pedal cranks for operating said chain wheel, said pedal cranks lying at an inclination to the major axis and slightly in advance of the minor axis of said chain wheel, a chain, a small chain wheel mounted on the hub of the driving wheel, and of a jockey pinion revoluble on a fixed axis upon the frame and serving to regulate automatically the tension of the chain and situated so that tangents from the small chain wheel and the jockey pinion respectively to a circle concentric with the chain wheel having as diameter the mean of the axes of the same, will be parallel.

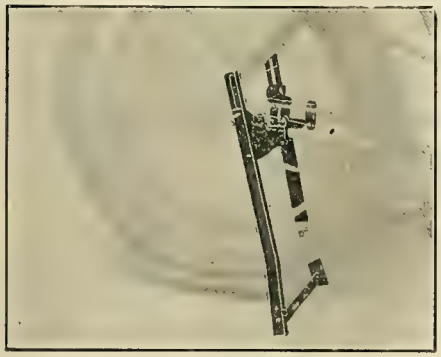
886,356. Gradually Variable Speed Gear for Cycles and the Like. Frederick H. De Veulle, Handsworth, Birmingham, England, assignor to E. M. Bowden's Patents Syndicate, Limited, London, England, a Corporation of England. Filed March 2, 1907. Serial No. 360,197.

1. A gearing in which the speed ratio of the driving and driven elements is gradually variable in combination with a cycle hub driven thereby and arranged to inclose the working parts of the said gearing.

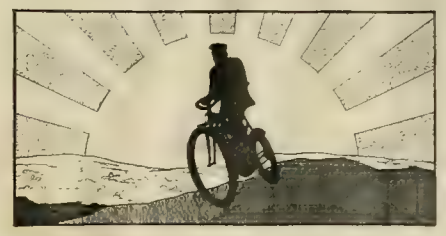
886,523. Spark Plug for Explosion Engines. Ellsworth A. La Har, Forestville, Conn., assignor to John B. Smith, New Britain, Conn. Filed Aug. 30, 1907. Serial No. 390,844.

1. A spark plug comprising a holding socket, having an internal seat, a tubular cap for said socket, an insulator complete in itself and a middle sleeve permanently connected with the said complete insulator, the said sleeve being fitted within the said socket and to the said seat therein for holding the insulator in the socket through the said sleeve.

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Yours truly,
(Signed). W. F. MAUS.

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Goodley Heads Wilmington Wheel Club.

At its annual meeting last week the Wilmington Wheel Club, of Wilmington, Del., elected these officers: President, William R. Goodley; vice-president, John A. Chapman; corresponding secretary, Harry E. Klund; financial secretary, B. Frank McDaniel; treasurer, Harry Yerger; captain, Daniel Farra; board of governors, Lewis Fell, William R. Spencer, Fred L. Green, William Kirk, H. E. Thomas.

Cambridge Cops After Bicycle Thieves.

Bicycling thievery has increased to such an extent in Cambridge, Mass., that Captain Hurley of the police department has found it necessary to warn owners of bicycles against leaving them unlocked against the curbs or in cellars to which access is easy. He asks also that any loss shall be reported without delay to the police, who are making special efforts to catch the thieves and stop the evil. It is estimated that during the past two weeks thirty bicycles have been stolen, several Harvard students being among the victims.

New Club Houses Itself at Start.

It isn't every bicycle club that can afford a house right at the start. It is the case with the Cyclists' Club, which has just been formed at Mt. Winaus, Md. The members have rented a house which will be fitted up for their comfort. The officers are: President, Charles Smith; vice-president, William Heinegger; secretary, Jacob Miller; treasurer, Henry J. Emmerich; sergeant-at-arms, J. Emmet Gary, Jr.

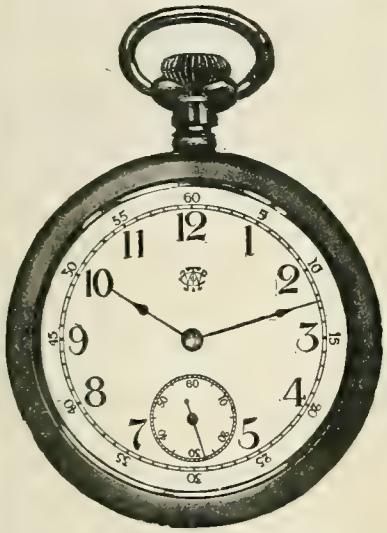
Third Link in Racycle-Bicycle Club Chain.

The Dayton (Ohio) Racycle-Bicycle Club, No. 3, has been formally organized, and officers installed, as follows: Captain, Frank H. Clippinger; pilot, Frank A. McKenny; treasurer, A. F. Gessler; trustees, Edward F. Dohse, Charles F. Niehaus and Joseph A. McKenny.

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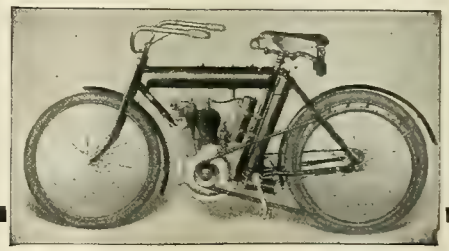
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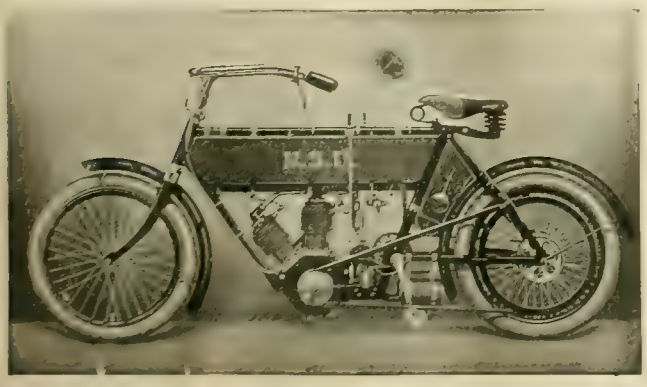
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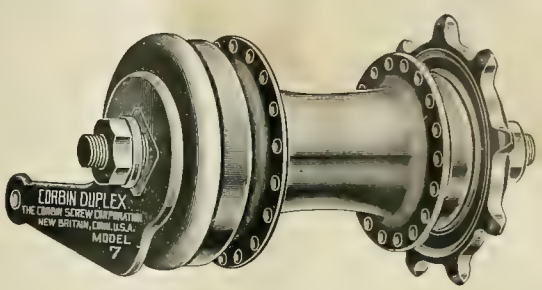
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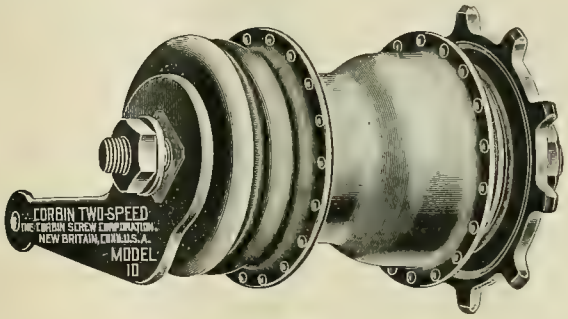
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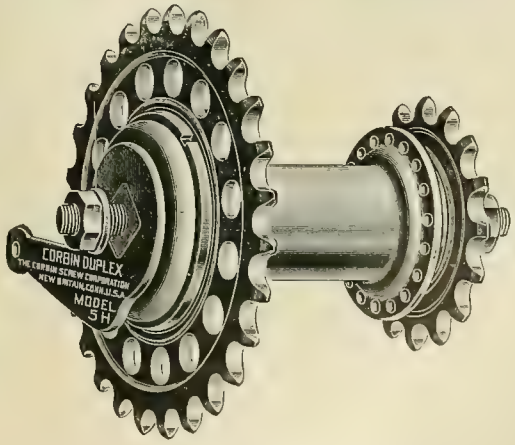


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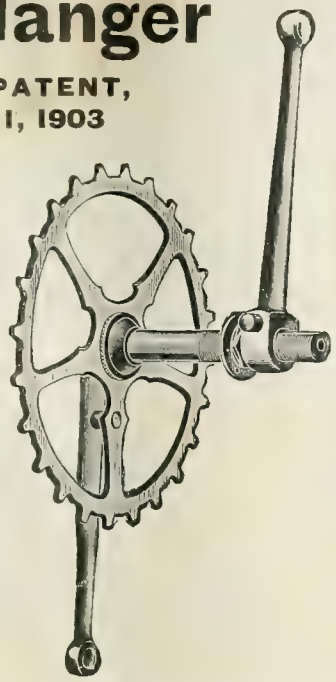
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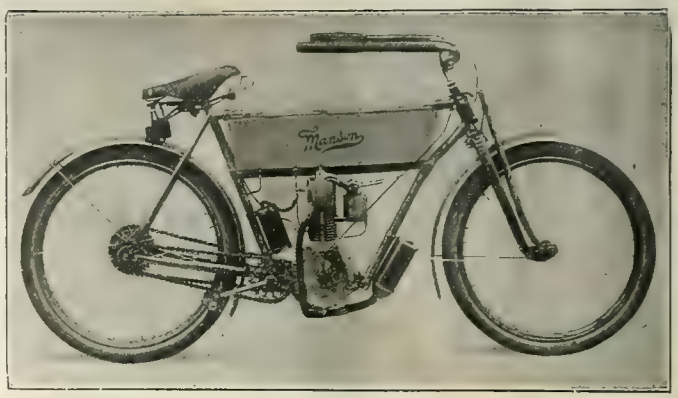


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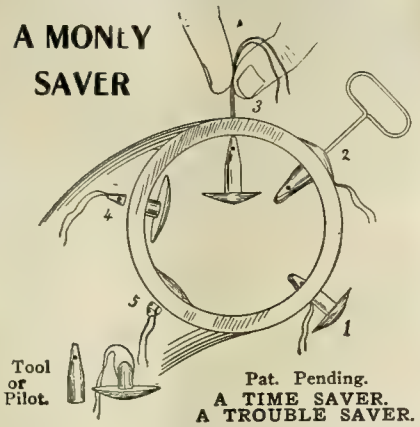
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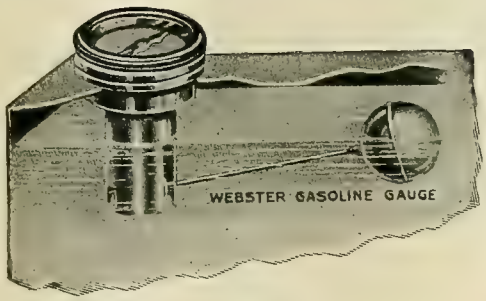
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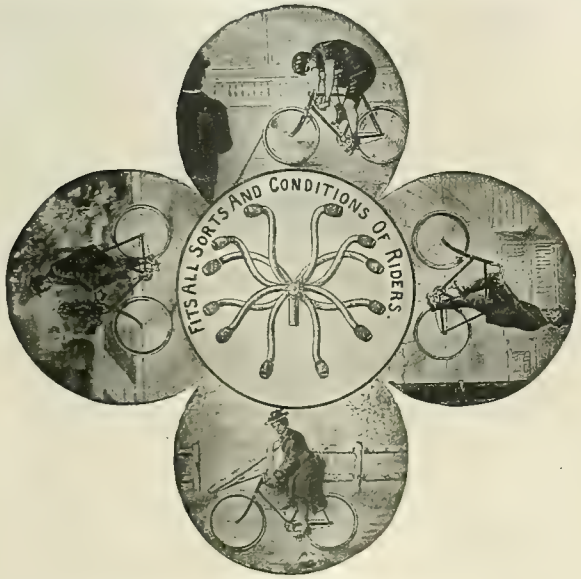
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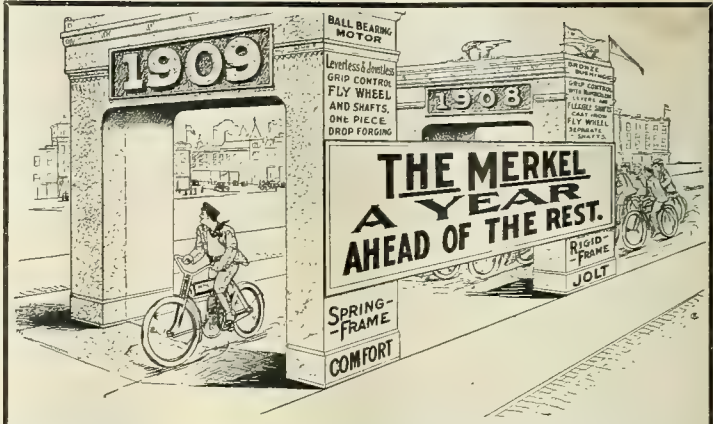
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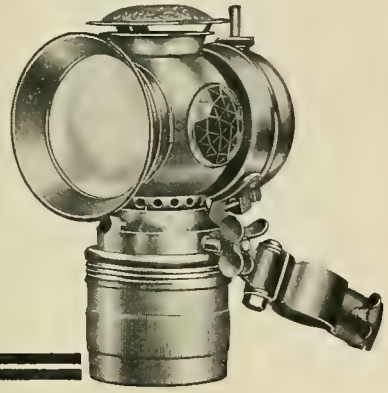
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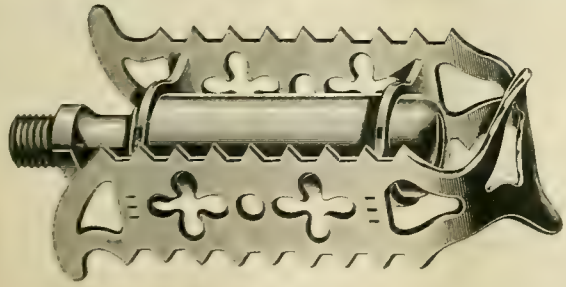
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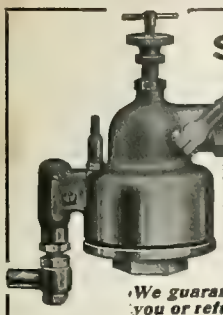
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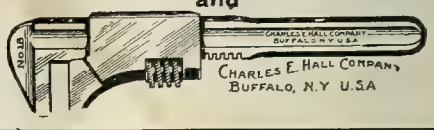
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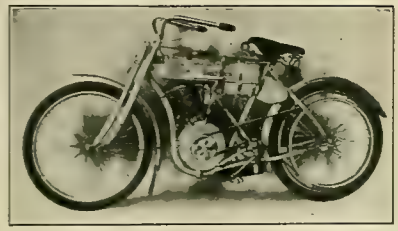
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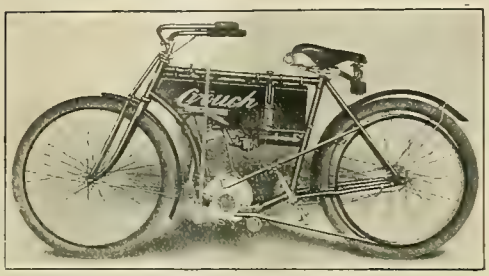
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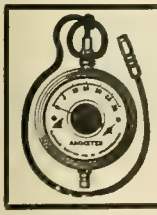
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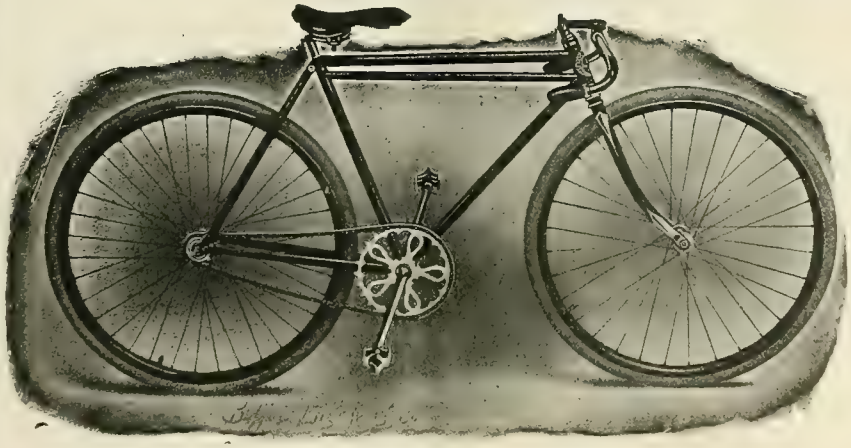
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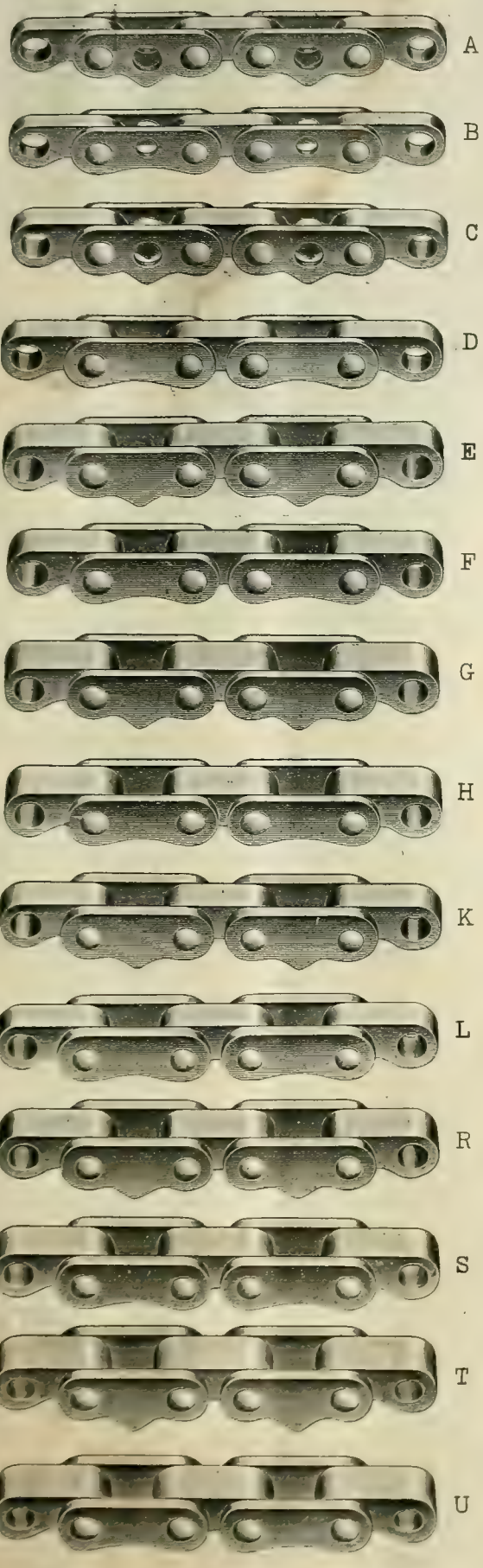
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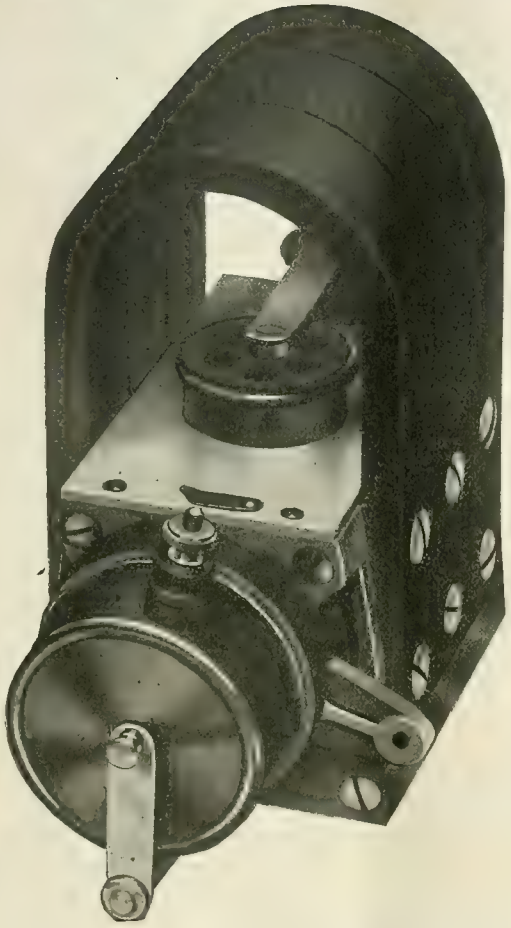
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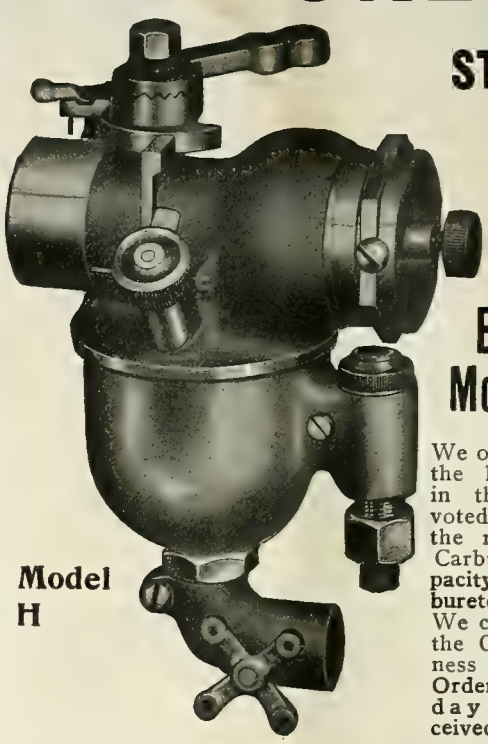
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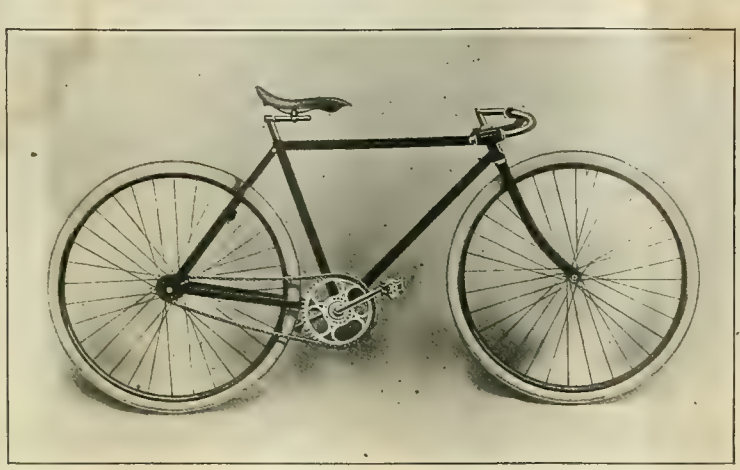
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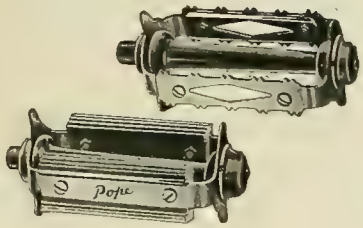
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Milwaukee Auto Engine & Supply Co., 706-8 Winnebago St., Milwaukee, Wis.
Kilbourne & Clark Co., 307 First Ave., So., Seattle, Wash.
John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
Chas E. Miller, 227½ Jefferson Ave., Detroit, Mich.
Denver Auto Goods Co., Denver, Colo.
Page Engineering Co., 119-121 E. York St., Baltimore, Md.
Alexander-Elyea Co., 35 N. Pryor St. Atlanta, Ga.
Florida Gas Engine & Supply Co., Tampa, Fla.
Columbus Auto Supply Co., 342 So. High St., Columbus, Ohio.

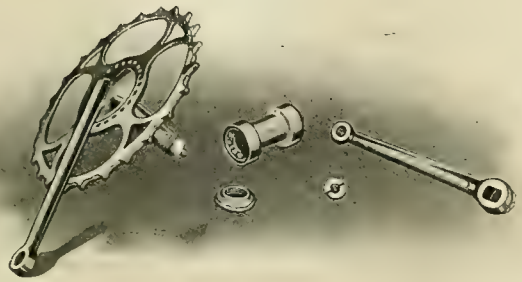
Cleveland Bicycles



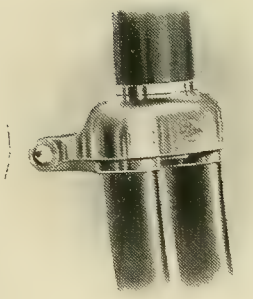
THE SWELL SPECIAL











THINK IT OVER!

There are more Pope High Grade Bicycles sold in this country than any other kind. This proves their popularity.

Practically all of the best racing men ride Pope Bicycles. This proves that Pope Bicycles are the strongest and most speedy, for if they are sufficiently strong and speedy for racing, they certainly have the same qualities for road work.

Cleveland Bicycles are easy running because of their correct design, the crank hanger construction, and their faultless bearings.

The sleeve in the crank hanger guarantees perfect alignment, one continuous ball seat, and absolutely perfect bearings.

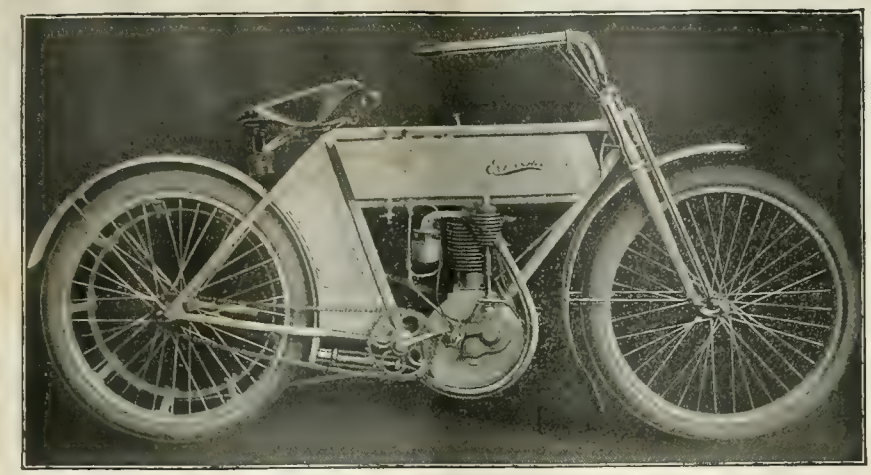
Then, too, the bearings of all Pope Bicycles, the same now as for thirty years, are made just right, not only of the correct shape and size, but the process of case-hardening, (used only in Pope Bicycles), insures cases and cones that have a hard and lasting wearing surface, and a tough and durable core.

These are the most important features; in fact, the life of a bicycle, and it is admitted the world over that Pope bearings have no equal.

Write for catalogue and further details.

We want a live dealer where we are not already represented.
Satisfactory service guaranteed in every department.

POPE MANUFACTURING CO., Hartford, Conn.



EXCELSIOR AUTO-CYCLE, $225.

Proof of the Pudding.

It is easy to claim the best, but the live buyer demands to be shown.

In the Langley Hill Climb at Danville, Ill., May 1st, an Excelsior, strictly stock machine, defeated one, two and four cylinder machines rated up to six horsepower, and made the fastest time of any stock machine. It is quality that counts—the

EXCELSIOR AUTO-CYCLE

has it, in design, material and workmanship, and proves it in actual performance.

Our new catalog contains much information of value to any one interested in motorcycles. Write for it to-day.

EXCELSIOR SUPPLY CO., 233, 235, 237 Randolph Street, Chicago

CROWN CYCLE

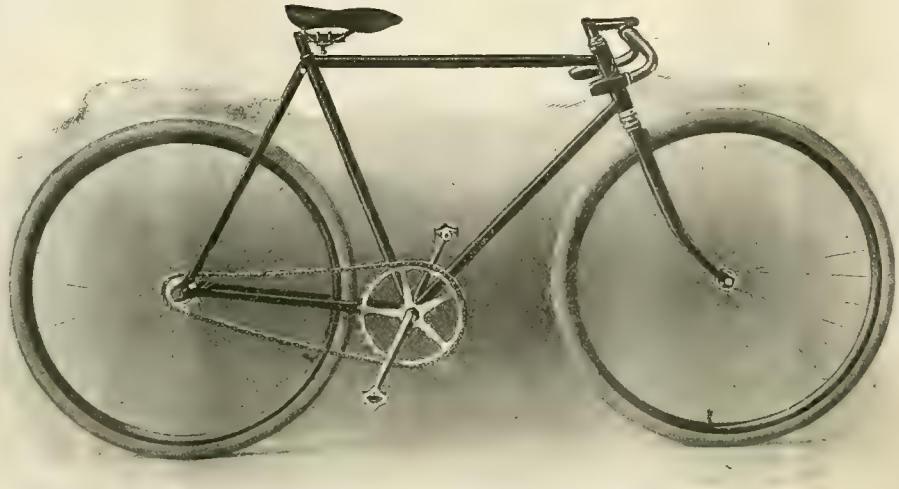
LA PORTE, IND.

"In the Kingdom of the Blind, the one-eyed man is King."

Don't be a one-eyed man. Don't THINK the bicycles you are selling are "about as goos as anything at the price," unless you KNOW the goodness and the price of

CROWN BICYCLES

—then you'll be a Crown agent.



CROWN BICYCLES ARE TRADE-GETTERS

We also make and control the famous FAUBER HANGERS.

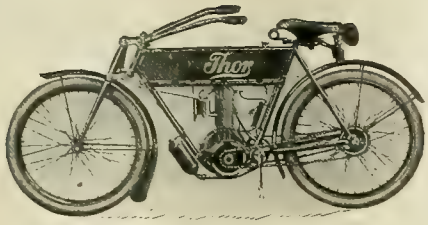
GREAT WESTERN MFG. CO., LA PORTE, IND.

STOCK MACHINES

give the True Story, thus proving our repeated assertion

"The *Thor* is the Motorcycle of QUALITY"

At the Endurance Run from San Francisco to Gilroy May 3d, 1908, there were 24 starters, 3 of which were *Thor*s. Two *Thor*s made perfect scores and the other was penalized for coming in too early.



At the annual Hill Climb at Algonquin Hill under the auspices of the Chicago Motor Club, the *Thor* won three successive contests for stock machines under the Motor Club formula.

In both of the above events motorcycles of most other makes were entered.

FOR POWER, RELIABILITY AND ROADABILITY GET THE *Thor*

AGENTS WANTED FOR OPEN TERRITORY.

Aurora Automatic Machinery Co., Aurora, Ill.

PIERCE CYCLES
TRIED AND TRUE

For Prospective Purchasers

¶ If you are in doubt as to what wheel to ride this season—ask some friend who has a PIERCE "Tried and True" Bicycle to let you try it and you will be convinced.

¶ Riders of the PIERCE can feel assured that under them they have a mount that has the "stuff" in it—best materials and skilled workmanship.

¶ PIERCE Cycles are money-makers for good, live agents, and they can feel sure that their customer will have a Bicycle that is not only the easiest to propel but one that will stand up under all conditions, the satisfied customer in turn, will interest others, which will result in other sales.

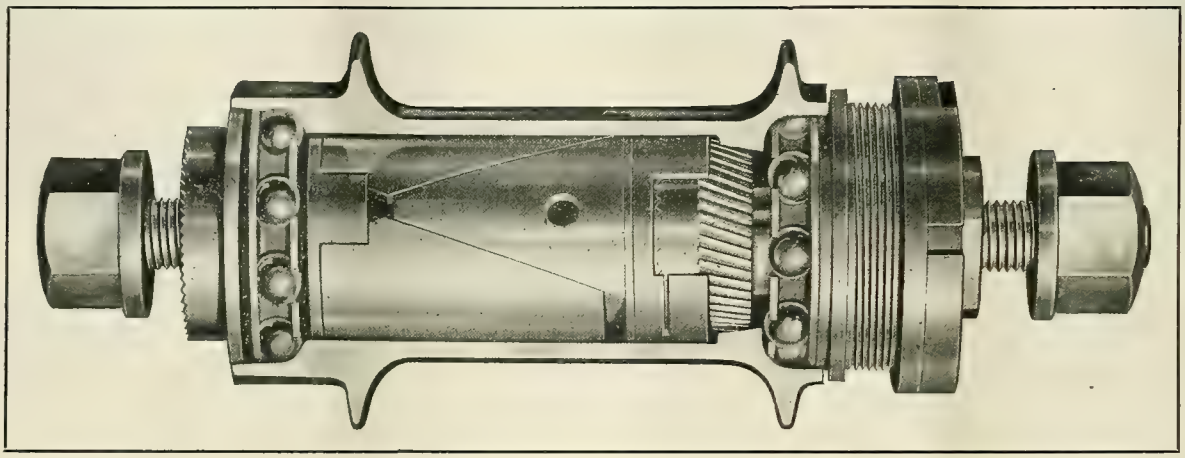
THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

AGENTS WANTED ALL OVER THE WORLD

REMARKABLY SIMPLE—SIMPLY REMARKABLE

THE MUSSELMAN Coaster and Brake



"THE ARMLESS WONDER"

It's the Newest

The Simplest **The Lightest**

The Smallest **The Strongest**

AND THE

BEST

Coaster Brake made, and the only one that does not require a side arm construction. Dealers everywhere are selling them like "hot cakes." Are you? Ask your jobber or write direct to us.

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, May 23. 1908 | No 9

LOBDELL AFTER A POPE INTEREST

Receivers Entertain Offer for American Wood Rim Shares—Court Hearing to be Given.

E. J. Lobdell, the head of the bicycle wood rim pool, is in a fair way of obtaining a splendid bargain. He has made an offer of $50,000 cash for the 1,465 shares of stock in the American Wood Rim Co., which are held by the receivers of the Pope Mfg. Co. and which have been carried on the books of the Pope company as of July 31, 1907, at $73,250. The par value of the shares is $100 each.

The American Wood Rim Co. is a part of the so-called Mutual Rim Co., which is the style under which the pool operates. It is a tight little combination which has kept up the price of bicycle rims despite the constant complaints of the bicycle manufacturers. It is practically a monopoly and it is understood that it always has earned a handsome profit. The combination is practically dominated by Lobdell.

Testifying that the Lobdell offer is the best that has been made for the 1,465 shares, the Pope receivers have asked the Court of Chancery of New Jersey for instructions as to whether or not they shall accept the $50,000. The hearing on the receivers' petition will be held in Newark at 10 a. m., Tuesday, May 26.

British Tube Makers Seek American Trade.

Thomas Pollock, of the tube making firm of Accles & Pollock, Oldbury, Birmingham, England, arrived in New York late last week and is now making a tour of the American trade with a view of interesting the manufacturers in his product, which already is in use in Racycles. Mr. Pollock's firm recently doubled the size of its plant which now has a capacity that permits of immense and prompt deliveries. While Accles & Pollock produce seamless tubing of the usual pattern, they are featuring a butt-end tube—one in which each end is thickened, thus rendering reinforcement unnecessary.

Of the British cycle industry in general, Mr. Pollock does not think the conditions are quite so good as last year. Great Britain, he says, did not wholly escape the effects of the financial depression, which disturbed this country so greatly. Concerning the demand for change-speed gears, which some reports said was receding, Mr. Pollock states that the contrary is the case. The demand is greater than ever and is distinctly trending toward three-speeds instead of two-speeds. He himself knows of one concern which this year purposes producing 80,000 three-speed gears; the order for certain of the parts was tendered Pollock's firm.

Alexander and Elyea Part Company.

The Alexander-Elyea Co., Atlanta, Ga., a co-partnership and probably the largest and best known jobbing house in the South, has been dissolved by mutual consent. Mr. Alexander has purchased the firm's Jacksonville branch, while C. L. Elyea takes over the Atlanta business, which will be continued by a corporation, the Elyea-Austell Co., which already has applied for a charter. It will be composed of Mr. Elyea, Alfred Austell and W. C. Warren, Elyea holding the majority of the $60,000 capital stock.

Aurora to Market Its Own Products.

Afted July 1st the Aurora Automatic Machinery Co. will market direct from the factory not only its Thor motorcycles, but its motors, coaster brakes and other products. The sales department is now being organized and after July 1st will be in charge of W. E. Rheutan, assistant secretary of the company. This move on the part of the Aurara people is somewhat in the nature of a surprise, their selling agency for many years having been handled by the Brandenburg Bros. of New York and Chicago.

LOOKING FOR A BIGGER DIVIDEND

Pope Creditors Dissatisfied with Proposed Reorganization Plan—Likelihood of Amicable Adjustment.

Although the petition of the receivers of the Pope Mfg. Co. for authority to pay the creditors a dividend of 25 per cent. is before the courts, it transpires that the creditors do not believe the amount is sufficiently large. They are of opinion that the funds in the receivers' hands justify the payment of at least 50 per cent. of their claims and they are making an effort to obtain it. C. N. Gillett, cashier of the First National Bank of Chicago, who is secretary of the creditors' committee, and as representing that committee, has addressed the creditors with a view of achieving that end by bringing to bear united objection to a plan for the reorganization of the Pope company, which has been outlined by the stockholders.

It appears that a memorandum of this plan was submitted to the creditors' committee at a meeting held in New York on May 6th, which plan proved not satisfactory to the committee. It is understood, however, that within the last few days things have moved in a direction that presages an amicable settlement.

The plan provided for the raising of only $119,000, being an assessment of $5 per share on the first preferred stock, and the payment of a 25 per cent. dividend in cash and new obligations of the company for the balance of 75 per cent., payable in one, two and three years, with interest at 5 per cent.

In his address to the creditors, Secretary Gillett, of the creditors' committee, states the case in this language:

"The Pope Mfg. Co. now has on hand, in round figures, $900,000 in cash, applicable to dividends. By their auditor's figures they will have on hand by August 1, between $1,200,000 and $1,300,000. This has

been gotten together by the sale of two properties in Chicago and from the result of their business generally. As the debts of the company approximate $1,600,000, it will be seen that these figures would permit the payment to creditors of 75 cents on the dollar by August 1, which would leave the properties at Hartford, Westfield, Hagerstown, Cleveland, and Elyria from which to realize, say, $300,000 or $400,000 more. This is outside the various other interests owned by the company.

"The committee is emphatically of the opinion that the money now on hand and in sight belongs to the creditors and should be disbursed to them at once unless a proper re-organization plan is presented by the stockholders, providing for the payment of a dividend of at least 50 per cent. to creditors immediately, and the payment of the balance in not more than two years, and providing further for the furnishing of an ample working capital by stockholders, say, $400,000. Anything materially short of this will amount to a great injustice to creditors under the circumstances of the case, unreasonably deferring their claims and exposing them unduly to the risks of the business. The committee has advised the stockholders through their counsel of its opinion as herein stated, and of its rejection of the stockholders' plans, so far as it is authorized to speak for the creditors on such a point.

"We are advised that the attorneys for the receivers will soon present a petition to the Vice-Chancellor at Newark, N. J., asking that the receivers be allowed to continue the business at Hartford for another year in the interest of the stockholders. Your committee proposes strenuously to object to this and asks for the support of the creditors before the court.

"The Vice-Chancellor has assured us that creditors will receive due notice before any order is made allowing the continuance of the business beyond August 1 of the present year. In all probability there will be an early hearing on the question, at which the committee expects to be represented by counsel and wishes to make a strong showing in behalf of the creditors."

Schaefers Located at Westfield.

Westfield, N. Y., not Westerly, R. I., as first reported, is the place in which the firm Schaefer Bros. has opened up." The firm consists of Henry Schaefer, who will continue his store at Dunkirk, N. Y., and his brother Charles. They purchased the business of W. A. Palmer at Westfield and will handle both bicycles and motorcycles.

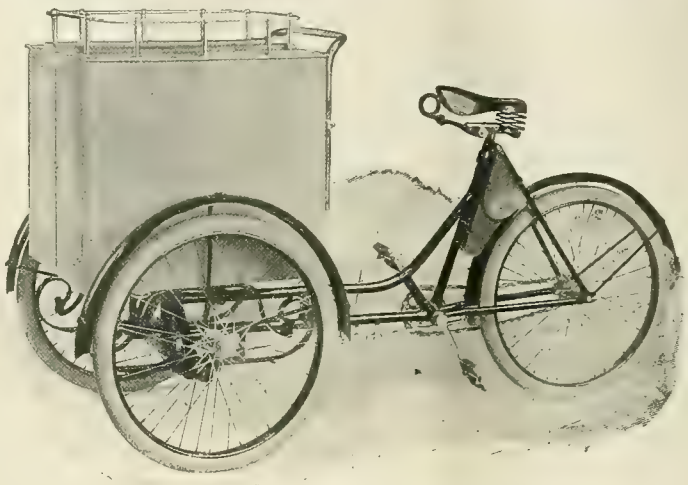
Sales Increase Despite the Weather.

"Of course, the unsettled weather has affected business, but we have small cause for complaint," remarked W. F. Remppis, of the Reading Standard Co., who was in New York yesterday. "We are just about a thousand bicycles ahead of last year's orders and our sales of motorcycles shows an increase of 50 per cent.

TRICYCLE FOR LIGHT DELIVERIES

Consolidated Produces a "Package Car" of Compact Design—Large Carrying Capacity Compared with Weight.

The result of the visit abroad paid by Manager McGuire, of the Consolidated Manufacturing Co., Toledo, Ohio, has had its effect in the production of the carrier tricycle, or Consolidated package car, as it is styled, which is shown by the accompanying illustration. Mr. McGuire was greatly impressed by the used to which such carrier tricycles are put, in England particularly, and at once set about designing one of modern type. For during the boom there were vehicles of the sort in use here. As the picture shows, the Consolidated "car" is neat and compact and large enough to afford ample carrying capacity for the ordinary purposes of light delivery, and has the further advantage of affording the operator ample room and a comfortable riding position. Its nominal capacity in the form shown is 200 pounds, that being the rated load for the closed compartment. In addition to this, however, it is possible to carry a considerable additional load on top of the box, strapped to the railing, so that the figure given must be considered purely in the nominal sense. A pleasing variation upon this arrangement also is found in a second form of receptacle which is supplied at a slight advance in price, and which is made of finest willow wicker, instead of veneered wood with carriage finish.



THE CONSOLIDATED "PACKAGE CAR"

Constructionally, the machine combines the product of years of experience in building high grade and successful bicycles, with an entirely novel method of design which is at once simple and effective. This comprehends the use of a solid front axle, made of ⅞ inch square, open hearth steel, and swiveled to the main frame by a steering post of 1 inch diameter, solid stock. Steering is accomplished by swinging the entire front assemblage, axle, wheels and receptacle, by means of a suitable handle bar attached to the back of the box. As a result of this arrangement, the machine is usually simple and durable, the entire complication of the usual tri-car steering gear being eliminated, in favor of a system which has no small rods or other parts to become disordered through abuse, or to require other adjustment and care.

The rear portion of the machine includes the heavy drop frame construction shown, with two-piece hanger, ¼-inch "Diamond B" block chain and brake on rear tire, operated by foot pedal. The wheels are 26 inches diameter, with G & J steel rims, shod with 1¾-inch, extra heavy detachable tires. The receptacle is mounted on full elliptical springs, with scroll ends which are ornamental as well as useful. The wheel base is 52 inches, the length over all, 78 inches, tread 31½ inches. The weight complete is 90 pounds.

German Exports Show a Decline.

Although the combined value of motorcycles imported by Germany during the first four months of this year remained the same as that of last, the assessed weight was increased by some 340 pounds. Belgium and Austro-Hungary led in furnishing the supply, the share of the former being nearly two-thirds of the entire amount. Exports for the same period fell away to the extent of some 22,000 pounds, assessed weight, or a little more than one-fifth. Holland and Denmark exhibited the most significant declines, while the rate of exportation to Great Britain remained practically constant.

The Retail Record.

Pasadena, Cal.—Richard Hopwood, sold out to Victor Bell.

Elsie, Mich.—Samuel Cobb, closed store and removed to Muskegon.

Corona, Cal.—F. W. Dean, sold half interest to O. A. Huxsaw; new style, Dean & Huxsaw.

Meriden, Conn.—John Dittmer and Edward B. Wusterbarth, formed partnership and opened store at 101 West Main street.

MANHATTAN STORAGE BADLY UPSET

Their Suit to Compel Payment for Police Bicycles Ends Abruptly—Their "Expert" Sorely Tried.

After occupying the time of Justice Dowling and a jury in the Supreme Court of New York, for the better part of two days, the case of the Manhattan Storage Co. vs. the City of New York came to an abrupt termination on Thursday of this week when the attorney for Morris & Grinberg, otherwise the Manhattan Storage Co., requested Justice Dowling to withdraw a juror and declare a mistrial.

The reason for this request by the plaintiffs was that their case had been made out under the erroneous impression that Inspector Titus, of the repair and supply bureau of the police department, had the power to accept the bicycles, which the Manhattan Storage Co. had furnished, whether or not the machines were up to the specifications under which they were sold, and the further erroneous impression that the fact of the department having used the machines constituted an acceptance. As the court held these premises could not be sustained in law, the plaintiffs requested permission to again go to Special Term and move for permission to amend their pleadings. Justice Dowling acceded to this request and set May 29th as the date for the new motion in Special Term. If the Special Term Justice permits the amendment to be made, it will mean an assessment of about $200 from Morris & Grinberg for costs to date, which must be paid before a new trial of the action can be begun.

All this is to say that the City of New York is no nearer to paying the Manhattan Storage Co. $2,362.50 for the job lot of 75 antiquated bicycles bearing the Eagle nameplate that were furnished to the police department a year ago and represented to be just as good as, if not better than Columbias, which latter make was standardized as fulfilling the department's requirements. The manufacturers of the Eagles had practically ceased to produce bicycles many years before and formally went out of business in 1905.

When the trial began on Wednesday the court room looked like a bicycle shop. The city supplied seven Eagles and one Columbia, to which the Manhattan Storage Co. added a brand new Eagle and some extra pedals. The city also furnished a few pedals, and with these exhibits the case was opened.

After Mr. Grinberg had testified that he was a part owner in the plaintiff company, one Gabriel was called to the stand and qualified as an "expert." He stated that he was master mechanic for the Storage company, that he had been in their employ for six or seven years and that he had bought, sold and repaired bicycles for about fourteen years. After testifying that the Eagles were first class wheels and entirely reliable in every respect, Gabriel's direct examination was finished and his cross examination was begun.

Assistant Corporation Counsel Martin then produced the various exhibits. Mr. Martin asked the witness what was the difference between the Columbia pedal and the Eagle pedal and the witness replied that the only real difference was in the price. He admitted that he knew nothing about steel and asserted that he did not believe that a piece of forged steel would outlast tubing; he also maintained that cast steel was as good as forged steel. Gabriel tried to dodge many of the questions put by Mr. Martin, but the corporation counsel was relentless and insisted on direct and unequivocal answers. He showed the witness a Columbia bicycle hub and asked if it was a forging to which the "expert" replied:

"I don't really know whether that hub is made out of a piece of steel tubing, or whether it is forged, or bar steel, or anything about it." The witness was forced to admit that "three Eagles were like the sample, but the other seventy-one were different," and this testimony came fast on top of his repeated and emphatic assertion that "all of the seventy-five wheels were the same."

One of the humorous statements of the Manhattan Storage Co.'s witness was that he had fixed Columbia pedals on the Eagle machines and that one pedal stayed on; the other one hundred and forty-nine fell off. The witness finally was excused after Justice Dowling had refused to compel him to answer a question, asked by the corporation counsel, concerning a part of the career of Morris in the State of Pennsylvania.

Police Inspector Titus was the next witness called by the plaintiff, and he it was who threw consternation into the camp of the purveyors of the ancient Eagles. Morris & Grinberg expected Titus to be their witness, or at least be forced to testify in their behalf that he had accepted the wheels. But the wily head of the bureau of repairs and supplies did nothing of the sort. The first dozen questions that were asked him were objected to by the CorporationCounsel, and the objections sustained, then came the question to which there was no objection:

"Did you not file a certificate accepting these wheels?" asked counsel for the plaintiff.

"I did not," answered the inspector.

"Have you not always been ready to file such a certificate?"

"No,' said Titus, and right there the case collapsed.

The plaintiff's lawyer was non-plussed. He read from several records, made many assertions, and ended by requesting the court to declare a mistrial. The case probably will not come up for trial before fall—if it comes up then.

MAY REVOLUTIONIZE INSULATING

German Substitute for Celluloid that Discloses Remarkable Properties and Appears of Far-Reaching Promise.

Great commercial possibilities are thought to be held forth by a new substance, known as Cellit, which is announced as an incombustible material closely related in its properties to celluloid, but differing from it in that one material respect. It is a recent German invention, the origin of which is credited to a Dr. A. Eichengrun. If present hopes in it are realized, it may come to supplant the celluloid of commerce in nearly all of its practical applications, and also to have a much wider range of application, as in replacing rubber for the insulation of electric wires, as a transparent varnish for coating leather and woven fabrics, and in numerous other uses.

Although many attempts have been made to produce such a substance, none have been successful up to this time. A discovery of some ten years ago, for instance, acetyl-cellulose, as it was called, proved to be too soft to be useful. A later discovery, tri-acetyl-cellulose, which was made directly from cotton-wool, could not be employed, because it proved to be soluble only in chloroform, which is so injurious to the human system when handled extensively as to preclude the application of that particular compound in any practical way. The new acetyl-cellulose, however, differs from its predecessors in several respects, and among them in its property of solubility in camphor, acetic ether and other harmless solvents.

In a recent demonstration before the Dusseldorf Scientific Society, the inventor exhibited a wide variety of samples of cellit produces. All such variations are perfectly transparent, unaffected by water, and not brittle. Some varieties cannot be ignited at all, while others burn but slowly. Some were hard, like celluloid, others soft like leather, and still others elastic like rubber. Samples were exhibited of papers and fabrics coated with the new substance employed as a sort of waterproof enamel, others of imitation "patent leather," and oil cloth in which the pattern was woven in the fabric, but transparent through the cellit coating. Most remarkable of all, however, was the successful use of cellit in insulating electric wires.

Speaking of the discovery, the Scientific American remarks: "In cellit, therefore, we have a new material which combines the good qualities of glass, gelatine, celluloid, leather and India rubber, and which may advantageously be substituted for these materials for many purposes. But cellit will also find entirely novel and peculiar fields of usefulness, as it is the only known substance which is at once as transparent as glass and a flexible a cloth."

READING STANDARD

BICYCLES AND RS MOTOR CYCLES

Take the Short Cut to Success.

No lines are so complete or so varied and none offer so many exclusive features of merit that make cycling and motorcycling profitable and pleasurable.

OUR CATALOG WILL HELP PROVE IT.

READING STANDARD COMPANY, = Reading, Pa.

A great many jobbers and dealers have already waked up to the fact that handling Ajax Tires acts as a spring tonic to their bank account



AJAX TIRES

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¶ Then we demonstrated that we had what the trade wanted.

¶ Then we wanted a big, new factory.

¶ We got it. We now have it.

¶ Same policy has got to keep it busy.

¶ You are invited to grow with us.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED -1877-

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 23, 1908.

"I find the Bicycling World the most interesting publication of its kind. If a fellow wants all that is most interesting and up to date in cycling and motorcycling news, 'says I to myself, says I,' the Bicycling World is the paper to buy."—John E. Barker, Denver, Col.

The Prevention of Theft.

Every spring, at about this time. in almost as many cities and towns as are marked on the map, there occurs something akin to an epidemic of bicycle thievery, which in many places assumes sufficiently great importance to engage a large amount of police attention. A bicycle is one of the easiest things in the world to steal, and the disposal of the stolen machines presents no serious problem to the professional, or even the amateur thief. But while a machine easily may be stolen, a means of preventing the theft is so simple and inexpensive as to cause wonderment why any machines should be left without having a padlock attached to the wheel or chain.

Seldom indeed would even the most daring thief attempt to remove a bicycle which had to be carried. The act of carrying a bicycle through the streets would in itself excite the suspicion of the greater part of the public and of every policeman who viewed the unusual occurrence, and it is safe to assert that the man so encumbered would pass many disagreeable moments in answering the questions asked by the guardians of the peace, even though the locked machine were rightfully in his possession.

It is well also that every bicycle owner and motorcycle owner have a record of the number of his machine. If the machine should disappear this record great will assist in the recovery of it. In the case of a stolen motorcycle the chances of recovery are much greater than are those of the ordinary bicycle, for sooner or later the motorcycle will go into the hands of the repairman and when it does the tell-tale number will be the means of directing attention to the fact that the apparent owner's title will stand investigation.

But with an ounce of prevention worth several pounds of cure, a good padlock has in the past, and will in the future, serve as a means of securing for an owner the continued possession of his property.

"Getting Rid of Fees and Tags."

"How are we Pennsylvania motorcyclists going to get rid of the excessive tax and the carrying of these damnable tags?" writes an exasperated rider residing in Minersville, who adds: "I have a tag this season bearing five numbers, which is large enough for the largest touring car."

This question, which represents a fairly general frame of mind, is at once easy and difficult of reply. The motorists themselves hold the key to the situation and the key must be turned in the door of politics. So far as Pennsylvania itself is concerned, it is probable that but for a quarrel between the politicians of the House and the Senate in the closing hours of their last session, both the fees and the tags would have been reduced, if not wholly eliminated. It is common property that although the majority of Pennsylvania riders remained strangely indifferent to the appeals to join in the effort for their relief, the Federation of American Motorcyclists spent four or five months of work and several hundred dollars in cash for that purpose and were near to success, or partial success, when both houses of the legislature engaged in a deadlock.

The indifference of the motorcyclists themselves in such matters is the chief reason why getting rid of fees and tags is rendered so diffucult. While 99 out of every 100 will grumble and growl because of such requirements, when they are asked to contribute a dollar or two to assist their relief or even to write letters to their legislative representatives, a substantial majority of them do neither. They keep right on paying the tax and grumbling.

Seeking relief in courts or in legislatures usually is expensive procedure, the former being more expensive than the latter and until the motorcyclists more liberally provide the means and render adequate support to their organization, a test case that can be carried to a definite conclusion is not easily possible. The most available route to relief lies, therefore, in working on State legislatures. In this respect the F. A. M. has met with success that is not short of remarkable. The list of States in which it has obtained relief as an impressive one, but this success is at any time liable to be reversed and the open-muffler nuisance and speed-mad enthusiasts are the two factors that make reversals possible at any time.

The most effective and enduring answer to the Pennsylvanian's question is, however, contained in the Bicycling World's suggestion that "dipping into politics" may become necessary. Bicyclists had to do that sort of thing many years ago and the time is fast approaching when motorcyclists must do likewise. The recent resolution adopted by the New Jersey Motorcycle Club denouncing the amended Frelinghuysen law as "class legislation of the most ill advised kind, under the guise of police control," and declaring that it is "high time that motorists stand and be counted," and thus demonstrate that "they hold the balance of power in any election," is a resolution of the right sort—if it is not permitted to end with the mere words.

Politicians are fearful of organized opposition and as there are many precincts, wards and districts in which a half-dozen or a half hundred votes can turn an election one way or the other, it will require the defeat of very few tags-and-fees candidates to spread the word that motorcyclists and all other motorists, have not only begun the fight for equal and exact justice and for the inherited right to the free use of the public highways, but that they know how to deliver the blows where they hurt.

"Enclosed find check for $2 for renewal of my subscription for the Bicycling World. It certainly is a live and progressive paper and an interesting one."—John L. Lester, Buffalo, N. Y.

COMING EVENTS

May 24, Brooklyn, N. Y.—Eastern Division's (C. R. C. A.) annual spring century run to Amityville and return.

May 29, 30, 31, St. Louis, Mo.—St. Louis Cycling Club's cross country run.

May 30, Seattle, Wash.—Motorcycle races at Meadows track.

May 30, Rochester, N. Y.—Lake View Motorcycle Club's motorcycle and automobile meet at Crittenden park.

May 30, Providence, R. I.—Providence Motorcycle Club's race meet at Narragansett park track; open.

May 30, Tonawanda, N. Y.—Eldredge Bicycle Club's handicap road race on Grand Island.

May 30, Buffalo, N. Y.—Buffalo Athletic Association's annual bicycle and motorcycle race meet at Kenilworth park track; open.

May 30, Gloucester City, N. J.—Bicycle races at Washington park; open.

May 28-30, Manasquan, N. J.—Manasquan Park Speedway Association's 48-hours amateur bicycle team race, and bicycle and motorcycle race meet.

May 30, New York City—New York Motorcycle Club's hill climbing contest up Fort George hill; open.

May 30, Aurora, Ill.—Aurora Motorcycle Club's race meet at Driving Park track.

May 30, Salt Lake City—Opening Salt Palace saucer and new Salt Air saucer tracks.

May 30, Salt Lake City—Annual 18 miles handicap road race; open.

May 30, Boston, Mass.—Race meet at Revere Beach saucer track.

May 30-31, Newark, N. J.—Double meet at Newark Velodrome.; open.

May 30, Plainfield, N. J.—Plainfield Cycle Club's 10 miles handicap road race.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Millburn road race; open.

May 30, Denver, Col.—Ten miles open handicap road race over Mountview boulevard.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's endurance contest to San Diego and return.

May 31, San Jose, Cal.—California Associated Cyclists' annual 100 miles relay team race.

June 6, Cleveland, Ohio—Cleveland Bicycle Dealers' Association's annual 15 miles handicap road race and bicycle and motorcycle race meet at Glenville track; open.

June 6, Pittsburg, Pa.—Motorcycle Club of Pittsburg's race meet at Schenley Park oval.

June 6-7, St. Louis, Mo—St. Louis Cycling Club's annual Pike county tour.

June 13, St. Louis, Mo.—St. Louis Cycling Club's 15 miles handicap Forest Park road race; open.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race; and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 45 miles handicap road race over Egg Harbor-Mays Landing course; open.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"

ARRANGE YOUR VACATION

so that it will include the

F. A. M. ANNUAL MEET,

NEW YORK, JULY 1, 2, 3, and 4, 1908.

Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

MOTORCYCLE RACES, MAY 30.

NARRAGANSETT TRACK,
(1 mile)

PROVIDENCE, R. I.

Ten Big Events. Races for Everybody. Big List of Prizes. Get Entry Blanks from

B. A. SWENSON, Providence, R. I.

Buffalo "Amateurs" Disclose Their Breed.

The Buffalo Athletic Association has arranged a big athletic, bicycle and motorcycle meet to occur on May 30th, on Kenilworth track, Buffalo, N. Y., under the respective sanctions of the A. A. U., N. C. A., and F. A. M. There is no friction over the athletic or motorcycle evnts, but a little band of Buffalo cyclists who are rated as amateurs and who style themselves the "racing men's union," are attempting to "hold up" the promoting organization. Like the genuine amateur sportsman, which they apparently are not, they want a $35 first prize instead of a $30 one, and four purses instead of three, and to gain their point are threatening to run a spite race elsewhere on the same day. Amateurs of this stamp are unworthy the name; it would serve them right were the doors of sport slammed in their faces.

Trouble Invited by Readville Races.

Unless it is settled meanwhile, the F. A. M. ban will be placed on the two motorcycle events included in the Bay State Automobile Association's race meet on the Readville (Mass.) track on May 30th. Although the meet has been approved by the American Automobile Association, it has not yet secured the sanction of the F. A. M., as required by the alliance existing between the two bodies, and the affair has become a subject for official negotiation. Not only has the Bay State organization not obtained sanction, but it has programmed a "New England motorcycle championship," which the F. A. M. will not recognize, and the entries of a number of suspended riders have been accepted. The F. A. M. has called the attention of its ally to the situation and the result promises much that is of interest.

Darragon Breaks a World's Record.

In winning the 100-kilometre paced race at the Velodrome du Parc des Princes, Paris, on May 3d, Louis Darragon broke the world's record for the distance, covering the 62 miles in 1:17:09. Parent, Contenet and Wills also started, but both Contenet and Wills had misfortune with their pace. Parent gave the world's champion a great battle, but did not possess the finishing sprint necessary to win. Fifty kilometres were covered by Darragon in 38:36, which is a new world's record, as is also 1:09:25, his time at 90 kilometres.

Short Course for an Endurance Run.

Although the recognized minimum distance for endurance contests is 300 miles, the New Jersey Motorcycle Club, of Newark, is applying that designation to a 145 miles run which it has scheduled for Decoration Day. The route will be a circuit of slightly less than 50 miles, from Newark through Bloomfield, Caldwell, Denville, Morristown, Chatham, and Irvington. The course will be covered three times—one more than the rules governing endurance runs permit.

Manasquan 48-Hour Race Assured.

Monroe Wyckoff, promoter of the Manasquan (N. J.) 48 hours amateur team race, states that he has received a sufficient number of entries and that the race will be run May 29-30, as originally planned. Until late this week, there was some doubt as to whether postponement because of lack of entries would not become necessary.

Eastern Championship at Providence.

At its meet on Narragansett Park track on May 30th, the Providence (R. I.) Motorcycle Club will decide the F. A. M. Eastern District hour championship, the necessary permission having been obtained. It will be the only hall marked championship to be run on that holiday.

KREBS CAPTURED THE HONORS

Surprises Big Crowd at Newark Velodrome by Outriding the Talent—Kramer Establishes a New Record.

Floyd Krebs, the "Flying Dutchman," came into his own at the Newark Velodrome last Sunday, 17th inst. The famous "impersonator of a German cat" won both professional races and finished second to National Champion Frank L. Kramer in the one-sixth of a mile trials. Kramer had a bad day of it, as he could not get up in the handicap and a puncture put him out of the running near the finish of the long open handicap for the amateurs, which can be made an exciting race if 50 yards are made to intervene between the marks instead of 25, as was done last Sunday. Another thing the promoters should have enforced, and that is the rule to keep absolutely everyone except the riders, off the track. Last Sunday the outside portion of the homestretch was crowded with trainers and others during the running of the ten miles professional open, and they interfered with at least one rider who had to come around the bunch on the outside.

The ten miles open was really the most interesting event of a long program, and one, except the riders, off the track. Last chasers strung around the new wooden bowl. There was a dollar to the leader of each lap, which resulted in considerable sprinting among the smaller fry for the meal tickets. James F. Moran was out to make a race of it and his frequent wild sprints caught the fancy of the crowd. Alfred Ashurst made his return to the game and took the first three laps, at the end of which Root went out. Moran suddenly jumped out and Krebs showed no desire to go after him, so Fogler took up the running, with Bardgett on. They caught Moran after the ending of the first mile. Judge retired at this point. Bardgett took the seventh lap and Moran the one following. George Wiley scoring next. Appleton found the pace too fast and quit in the tenth lap, Guery retiring in the next. Three laps later Ashurst and Dorlon blew up. There was a general scramble for lap money in the third, fourth and fifth miles, Anderson, Halligan, Wiley, Moran and Williams dividing the small change. Dupuis retired in the 28th lap. The time for five miles was 11:10⅗.

J. T. Halligan tried to sneak away in the 37th lap and had opened a big lead before the bunch showed any desire to close. Fogler finally went out for two laps and was relieved by John Bedell and Walter Bardgett. Fogler took two laps more and Moran then got his nether extremities in motion. It was all over with Halligan, but he hung on. Little Johnny King retired in the first lap of the 9th mile, and in the next lap Kramer went down and out with a puncture. Veteran Nat Butler, who came out and scored four laps just to show that he can ride, quit after Kramer. Saxon Williams led at the bell with Anderson, Krebs, Bardgett and Fogler following in this order. Anderson cut loose on the back stretch, with Krebs hugging him closely. At the turn into the stretch Krebs started to pass Anderson, while Bardgett had to go around Krebs on the outside. There was hardly room on account of the trainers on the track and Bardgett was therefore at a disadvantage. The finish was very close at that. Krebs winning by only three inches, with Anderson, the Dane, a half wheel behind Bardgett. Fogler was fourth and Wiley fifth. Time, 22:19⅗. Just before the finish Moran fell on account of his over-exertion to make a good race. Happily he was not badly hurt beyond a shaking up, and the other riders escaped running into him.

Although Krebs won the half mile handicap Kramer's great ride in the first heat was the bright feature. Kramer, Anderson,



1. FALL OF THE THREE VANDEN DRIES BROTHERS.
2. INDULGING IN A LOAF.
3. FLOYD KREBS WINNING TEN MILES OPEN.
4. RIDERS TAKING IT EASY BETWEEN RACES.

race. George Cameron beat Oscar Goerke in the open amateur and although Cameron made a great ride in the last stage of the handicap the gap opened by the long markers was too great for him to overcome in the short time before the finish.

The meet was a successful one, both in the quality of racing it furnished, and in the great crowd of people that turned out to witness the second meet on the new six lap saucer. Although additional bleachers to seat 750 people had been erected they were not nearly enough to accommodate the crowd, which numbered close to 7,000. There were larger fields of riders in both the professional and amateur classes and they rode faster than on the preceding Sunday. Kramer made a great ride in his heat on the half mile trials which, however, all of the riders did not make. A feature was the introduction of a "repechage"

Judge, Rupprecht, Krebs, Schlee, Williams and Hill started in the first trial heat. Hill, who had the limit, led at the ending of the first lap, while Saxon Williams headed the procession at the bell. On the back stretch of the last lap Krebs pulled through the field with Kramer on. The champion beat Krebs by a half length in the fast time of 57⅕ seconds. Rupprecht was third, some distance behind.

In the second heat Bardgett and Fogler, the low markers, started too late to close the gaps and the result was that Triebel, Dorlon and Appleton, all on long marks, qualified in a blanket finish. Root, John Bedell, Wiley and Halligan had an exciting race in the third trial heat, Root winning from Wiley by three-quarters of a length, while John Bedell shut Halligan out by a half length.

In the final heat Appleton led at the first lap, with Treibel second and the same position was maintained at the bell. Kramer sat up on the backstretch of the last lap but Krebs got through with the aid of Rupprecht, and won by a half wheel from John Bedell. George Wiley finished three-quarters of a length behind.

Only five riders essayed the one-sixth of a mile trials from a flying start. There were only two prizes, $15 and $5, and some of the big pros did not want to get up for that. Anderson was the first to try and the Dane was cheered as he jumped off the bank and shot down the home stretch for a fast flying start. Anderson's time for the lap was 17 seconds. Rupprecht then tried but fell one-fifth of a second short of the Dane's time, and when Krebs's time was announced at 16⅕ seconds, the big crowd gave him a hand. Then Kramer came out. The champion appeared to be going much faster at the start than at the finish, and the reason became known afterward. He finished on a semi-flat tire, but his time was 16⅗ seconds, which establishes a world's record for this distance. John Bedell was the last to make the attempt and he tied with Anderson.

The "repechage" handicap caught on well although there were too many men in the final. The idea was to bring out the fastest men for the final heat and to do this the men on the different marks rode heats by themselves, two men qualifying from each mark. All the unplaced men then rode a heat and four of them got into the final heat. The heats were started from the marks and went two laps, one-third of a mile, excepting the "repechage" heat in which the unplaced men covered the full distance of two miles. Twenty-six riders got into the final and the long-markers worked together so well that the scratch men were euchred out of the prizes. L. J. Weintz, who made his debut after a year's suspension, had qualified in the "repechage," but he did not stick in the final. Cameron fairly flew in the bell lap, but the effort was made too late and he had to watch the rear wheels of the long markers as they crossed the tape. John Brennan, of the National Turn Verein Wheelmen of Newark, with a handicap of 225 yards, won, with Joe Novak, of Newark, 240 yards, second. Fred W. Jones, of Passaic, who was graduated from the novice class at the first meet, was third, and M. Cahill, of Newark, fourth.

All the heats in the one-third mile open for amateurs produced good finishes, the runaway of Wilcox in the second and the hard fight between William Vanden Dries and Jacobs being the feature of the fourth. Oscar Goerke had the pole in the final heat, but Cameron made the quickest start. An unusual incident occurred at the finish of the first lap. All three of the Vanden Dries brothers—Maurice, William and Henry—had qualified, and just this trio went down in a spill on the homestretch about 15 yards from the tape. Cameron led at the bell with Goerke second and Wilcox third. Goerke tried hard to pass Cameron in the final lap, but the New Yorker held him off and won by a length, with Wilcox four lengths behind for third.

Despite the fact that when Richard Hemple got back to Atlantic City and told the reporters on the papers there that he had "finished second in the one mile open amateur championship race of America," he did nothing of the sort. He did get a second in the novice, but was clearly outclassed in the other events. Even in the novice he was beaten by four lengths by S. Franz, an unknown negro with a German name, but who had lots of speed. Joe Berlenbach was third by three lengths.

Jacob Derosier rode a mile exhibition on a motorcycle, but the machine was not working as smoothly as it should and his time for the six laps was 1:20, the last half being ridden in 39⅗ seconds. The summaries:

One-half mile, novice—Won by S. Franz, Newark; second, Richard Hemple, Atlantic City; third, Joe Berlenbach, New York. Time, 1:06⅕.

One-third mile open, amateur—Qualifants: Oscar George, National A. C.; A. R. Wilcox, National A. C.; George Cameron, Irish-American A. C.; William Vanden Dries, New York A. C.; Maurice Vanden Dries, New York; Henry Vanden Dries, New York, and Thomas Smith, National T. V. W. Final heat won by Cameron; second, Goerke; third, Wilcox. Time, 0:40⅘.

One-half mile handicap, professional—Qualifants: Frank L. Kramer (scratch), Floyd Krebs (15), Edward Rupprecht (45), Al Treibel (85), Oliver Dorlon (50), H. B. Appleton (75), E. F. Root (25), George Wiley (40), John Bedell (10). Final heat won by Floyd Krebs, Newark; second, John Bedell, Lynbrook; third, George Wiley, Syracuse. Time, 0:57⅘.

Two miles "repechage" handicap, amateur—Won by John Brennan, National T. V. W. (225); second, Joe Novak, Newark (240); third, F. W. Jones, Passaic (250); fourth, M. Cahill, Newark (250). Time, 4:12⅖.

One-sixth mile against time, professional—Won by Frank L. Kramer, East Orange, 0:16⅗; second, Floyd Krebs, Newark, 0:16⅘; third, tie between John Bedell, Lynbrook, and N. M. Anderson, Denmark, 0:17.

One mile against time, motorcycle—By Jacob Derosier, Indian, Springfield, Mass. Time, 1:20.

Ten miles open, professional—Won by Floyd Krebs, Newark; second, Walter Bardgett, Buffalo; third, N. M. Anderson, Denmark; fourth, Joe Fogler, Brooklyn; fifth, George Wiley, Syracuse. Time, 22:29⅗. Lap winners—Moran 14, Halligan 9, Anderson 8, Williams 7, Hill 6, Wiley 5, Butler 4, Ashurst 3, Schlee 2 and Bardgett 1.

Point Rating of Riders at Newark.

Floyd Krebs, the German sprinter, of Newark, has been the biggest winner at the Newark Velodrome, with two meets already having been run off. Krebs has scored two firsts, one second and one fourth, netting him $90. As it is semi-officially understood that there are to be two trophies offered for the biggest point scorers during the season, the Bicycling World will compile the table showing how the riders stand, the scoring being done on the National Cycling Association's basis of scoring in championships, i. e., 5 points for first, 3 points for second; 2 points for third, and 1 point for fourth.

In the following table those riders who have won money, but not points—Moran, Williams, Halligan, Dupuis, Hill, Butler, Ashurst and Schlee—have not been placed but have won lap money.

Thus far George Cameron, of the Irish-American Athletic Club, and Oscar Goerke, of the National Athletic Club, head the list. Cameron has won two firsts and one second, while Georke got one first and two seconds, their points being, respectively, 13 and 11. The value of the amateur prizes is expressed in dollars, though of course they do not receive cash. The table follows:

Professional.

	Place					Winnings
	1st	2d	3d	4th	Pts	
Floyd Krebs	2	1	0	1	11	$90
Frank L. Kramer	2	0	0	0	10	65
Joe Fogler	1	1	0	1	9	90
Walter Bardgett..	0	1	1	0	5	51
John Bedell	0	1	1	0	5	30
N. M. Anderson..	0	0	1	1	3	38
E. F. Root	0	1	0	0	3	30
Geo. Wiley	0	0	1	0	2	15
Jas. F. Moran....	0	0	0	0	0	14
Saxon Williams..	0	0	0	0	0	12
J. T. Halligan ...	0	0	0	0	0	9
Marcel Dupuis ..	0	0	0	0	0	5
Benj. Hill	0	0	0	0	0	6
Nat Butler	0	0	0	0	0	4
Alfred Ashurst ..	0	0	0	0	0	3
Chas. Schlee	0	0	0	0	0	2
Total						$464

Amateurs.

Geo. Cameron ...	2	1	0	0	13	$80
Oscar Goerke ...	1	2	0	0	11	70
John Brennan ...	1	0	0	0	5	30
Joe Novak	0	1	0	0	3	15
J. B. Hawkins ...	0	0	1	0	2	10
M. VandenDries .	0	0	1	0	2	10
A. R. Wilcox	0	0	1	0	2	10
F. W. Jones	0	0	1	0	2	10
M. Cahill	0	0	0	1	1	5
Total						$240

RAIN BROKE UP ALGONQUIN MEET

But not Until the Motorcycles Conquered Phillips Hill—Winners Evolved by Callendar's Formula.

After three weather postponements one-half of the Chicago Motor Club's hill climbing contest at Algonquin, Ill., was held on Monday morning last, 18th inst. Fortunately for the motorcycle end of the program the rain which finally broke up the meet and caused a postponement until August 14th, did not fall until one-half the motorcycle events had been finished.

There were three events for stock machines and one free-for-all, and these were all run up Perry hill, a short incline averaging a grade of 12 per cent. Had not the rain interfered the afternoon's program would have consisted of the same events up a longer incline—Phillips hill—from a flying start. The Perry hill events were from a standing start.

The winners were evolved by Callendar's formula, the displacement multiplied by the time, divided by the combined weight of the rider and machine. Although Tormey and Fisher made the fastest time in two of the stock events, the honors according to the formula, fell to Howard Holck, who rode a Thor. It marked an auspicious first appearance in competition of the Thor internally geared motor. Another Thor, ridden by C. S. Hinckley, won the 20.10 cubic inches displacement class in a walkover.

There has been some grumbling since the meet by those who claim that no official results should have been announced as the contest was only half completed. The idea was to combine the times of the two climbs but, as stated, the rain prevented it.

J. S. Tormey (Indian), made the fastest time in the class for machines of 30.50 cubic inches displacement, climbing the hill in 36⅗ seconds, but Holck (Thor), whose tme was 38 seconds, won by formula with a score of 2.52 as against 3.10 for Tormey. The same thing happened in the class for machines having 50.10 cubic inches displacement. Fisher (Indian), made the fastest time in 28 seconds, but Holck ran away with the prize when the formula was set working. Fisher's appearance placed the standing of a number of amateurs in jeopardy, as he is a professional racing man who never has been reinstated.

In the free-for-all, time only counted, and J. S. Tormey beat Fisher by two-fifths of a second, the distance being covered in 28 seconds. Harvey Bernard (Harley-Davidson), was third in 32 seconds, and J. A. Turner (Merkel), was timed in 34 seconds Two Armacs, riden respectively by Adeland Mercil and William H. Vallais, were the other finishers, Mercil being beaten by Turner by only one-fifth of a second. The results:

Motorcycles.

Machines of 20.10 cu. in. displacement:

Rider and Machine.	Time.	Pct.
C. S. Hinckley, Thor, first	0:42⅗	2.45

Machines of 30.50 cu. in. displacement:

Howard Holck, Thor	0:38	2:52
J. S. Tormey, Indian	0:36⅕	3:10
Wm. H. Vallais, Armac	0:37⅘	3:14
H. T. Adams, Excelsior	0:43⅕	3:56
J. A. Turner, Merkel	0:47	4:44

Machines of 50.10 cu. in. displacement:

Howard Holck, Thor	0:36	2:39
Wm. H. Vallais, Armac	0:36⅘	3:13
John T. Fisher, Indian	0:28	3:23
J. S. Tormey, Indian	0:28⅘	3:40

J. A. Turner, Merkel, disqualified for using special machine.

Free-for-all:

J. S. Tormey, Indian	0:28
John T. Fisher, Indian	0:28⅖
Harvey Bernard, Harley-Davidson..	0:32
J. A. Turner, Merkel	0:34
Adeland Mercil, Armac	0:34⅕
Wm. H. Vallais, Armac	0:37

Care and Repair of Motorcycles; 64 pages, 25 cents. Bicycling World Co., 154 Nassau St., New York.

TIMERS MUDDLED AT BALTIMORE

Home Talent Defeats Washington Visitors, but Time Prizes are Given to Scratch Men as a Courtesy.

Riding with a handicap of six minutes, Leo Schlimme, one of the members of the Crescent Bicycle Club, Baltimore, won the 12 miles handicap road race promoted by that organization on Sunday last, 17th inst. On account of the condition of the road, which had been freshly shelled in places, the time was rather slow. G. Edward Towson, also of the Crescents, won the time prize in 00:00. He started from scratch and beat F. S. Hewitt of the Washington Cycle Club in a close finish.

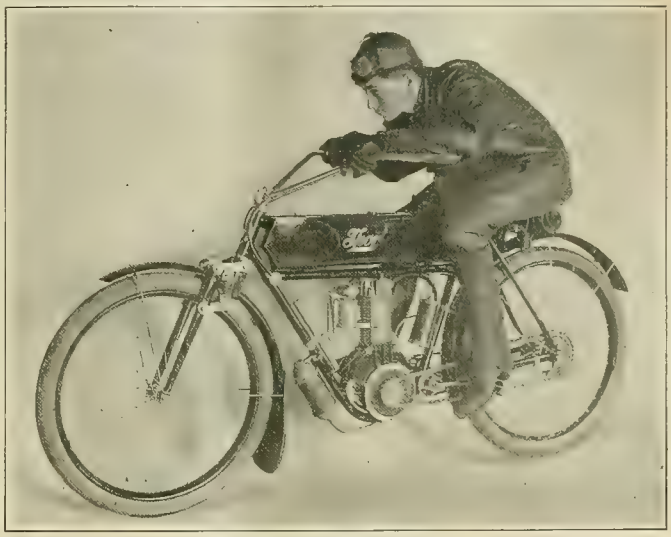
Fifty-four riders started and of this number 36 finished only 18 of whom got place prizes. The timing was so badly muddled that no times were considered accurate enough to appear in print. The scratch men were awarded the time prizes chiefly as a matter of courtesy, although they probably earned them.

1, Leo Schlimme, Crescent Bicycle Club, 6; 2, Charles H. Bokemeyer, Carroll Cyclers, 6½; 3, Albert H. Heiland, Carroll Cyclers, 6½; 4, Albert Windsor, Washington C. C., 5½; 5, Arthur S. Boehm, Lafayette W., 4½; 6, John Wills, Carroll Cyclers, 6½; 7, Thomas S. Taylor, Crescent B. C., 2; 8, William H. Martell, Crescent B. C., 3½; 9, James Warring, Washington C. C., 5½; 10, Nicholas G. Grimmel, Curbstone W., 3; 11, Andrew Miller, Highland W., 4½; 12, Herbert Collier, Curbstone W., 7; 13, Louis J. Lenning, Highland W., 4½; 14, Frank Schottier, Peacock W., 6½; 15, Thomas W. Baker, Crescent B. C., 3½.

The time prize winners were: 1, G. Edward Towson, Crescent B. C., Baltimore, scratch; 2, F. S. Hewitt, Washington C. C., scratch; 3, William Shaw, Washington C. C., scratch.



J. S. TORNEY (INDIAN)



HOWARD HOLCK (THOR)

"DOINGS" FOR THE F. A. M. MEET

Stirring Entertainment to be Provided—Racing Affairs Nearing Settlement—One Event not for Racing Men.

The program for the annual meet of the Federation of American Motorcyclists which will begin in New York on July 1st and continue until the night of the 4th, now is practically decided. It has been greatly retarded by the almost unsurmountable difficulty and expensiveness of securing a mile track and a course for the projected road race, but these two knotty problems now are on the point of settlement and by next week it is believed that the last obstacle will be removed.

One thing already is certain: The entertainment part of the meet will be of the sort that will be remembered for a long, long time afterward. When the F. A. M. 1908 Meet Club, which is promoting the function, decided that racing affairs should not overshadow the jovial features, the right man was found to carry out the determination. R. S. Morton, as chairman of the entertainment committee, has performed well his part of the work and he means that all who attend shall be impressed with the fact that his committee's duties will be discharged with a bang—a good, loud one.

He is organizing a corps of guides whose duty it shall be to see that no visitor even feels "lost." During the daylight hours there will be half a dozen different runs awheel, from which the visitor may take his choice. After nightfall parties will be piloted to Coney Island, Chinatown, and other places. The most "furious" fun, however, is scheduled to occur on the night of the 2d, not in New York City, but in the little town of Roslyn, Long Island, a pleasant hour's ride from Brooklyn over fine roads. Roslyn will be the starting and finishing point of the 50 miles handicap road race which is in prospect and which must occur during the early morning hours. As all who desire to see the start of the race must be in Roslyn the night before, a "mortgage" has been secured on the town. To make the night memorable, there will be held a "stag," with an "overflow" in another hall for the ladies. Morton admits candidly that he means to shock a few people, and yet the "stag" will be one which will not offend even a Sunday school superintendant. But only an F. A. M. membership card and successful passage of a ritual will secure admission. Morton and his committee are rather close mouthed about all of the details.

Morton, who is in the theatrical business, says he means to produce "effects" that will make people "sit up" and that amplitude of detail will only serve to spoil them. He has invited some of his friends in the profession to join in the "stag," and he has picked the ones who have a reputation for making things hum. There will be song and story, he admits: one of the songs has been written for the occasion and all who attend must sing it whether they want to or not; there will be dancing, too—a "merry widow" sort of a dance, among others. There will be pipes to smoke, and, unless all signs fail, even the non-smokers will treasure the pipes; they will not be the kind that are bought in stores. Even the tobacco will be of a special brand. Morton's committee is corresponding with Guido Pompeji, the F. A. M. member who is coming from the Canal Zone to attend the meet, and it is expected that he will bring with him a supply of the unusually limited Culebra cut tobacco. As for cigars, "Long John" O'Connor, of Hartford, who claims to have a friend who produces the finest cigars grown in Connecticut, has been commissioned to produce them. No one will go thirsty, either. It is even probable that everyone will be given an individual can of "it," or be permitted to dip it up for himself. "It" is a mixture of Esquimo lubricating oil and kerosene (Morton does not know that of his secrets this one has leaked out), with a flavoring of Roslyn rosewater designed to deceive the palate.

But these are not the "highest spots" planned for the Roslyn "stag." The "effects" will be the thing. At the meeting of the Meet Club's executive committee this week Morton is said to have been guilty of mild insubordination in flatly refusing to disclose his whole hand, even to the "insiders." He maintains that he is entitled to a few laughs of his own and means to have them—since every one else will be able to share them, as well. There will be no time limit on the "stag" and the only headaches in view are the headaches of happiness.

Morton's entertainment committee and Roland Douglas's sore troubled contests committee will double up in the promotion of one competitive event, from which every man entered in the road and track races will be barred. This event, a tilting contest, also will occur at Roslyn during the afternoon of July 2d. It will give the tourists and "slow-coaches," and even the ladies who occupy the front seats of tandems or tricars a chance to carry home prizes. The prizes—a diamond ring will be among them—all will be done up in paper bags of the same size, and will be suspended from an arch. Each competitor will be permitted to tilt at any package that suits his or her fancy, but according to the rules of the game a bag must be so speared that its contents will fall to the ground before a prize can be claimed. A ladies' purse containing a gold piece has been presented as one of the prizes, but Douglas, who happens to be also the chairman of the F. A. M. competition committee, has not yet been able to make up his mind whether such a prize will force him to declare the winner to be a professional lady. He is soliciting advice on the point.

The annual election and business meeting of the F. A. M. will occur in New York during the afternoon of July 3d. For that evening a Coney Island "chowder," with trimmings, is on the slate.

The 50 miles road race, will, as stated, occur on the morning of the 3d, and the track races on the 4th. Obtaining the course for the road race has been a delicate matter. At one stage, the terms imposed were so heavy that the event was declared off and a 100 miles non-stop test was substituted, but the residents of Roslyn, Manhassett and Mineola, which are located on the ten mile circuit that had been selected, are so "full" of the meet, that when they heard that the race was likely to be lost to them, certain of the leading citizens agreed to furnish the heavy accident indemnity bond which is required by the supervisors, leaving the Meet Club to provide only a $2,500 bond for the repair of any damage to the roads that may result. There is not likely to be any damage of the sort, but the experience on this occasion is of the kind calculated to put a damper on future road race promotions. Formal permission has not yet been issued, but every assurance has been given that it will be forthcoming. In the event of a hitch the 100 miles test will be substituted.

The track races will embrace nine events, including the one, five and ten miles championships; a race for private owners; a handicap and probably an event for professionals.

Headquarters and storage stations will be established in both New York and Brooklyn. The hotel arrangements will be cared for by F. W. Horenburger, secretary of the F. A. M. 1908 Meet Club, 2009 Tribune building, New York, who will book in advance any accommodations that may be desired.

Great Britain's Light Law in Effect.

Through the efforts of the Cyclists' Touring Club, Great Britain finally has placed a law on the statute books which will compel all vehicles to carry a light from sundown until sunrise. Following the enactment of the law, the C. T. C. sent a circular to the police chiefs of England, Wales and Ireland requesting the police to enforce the law. Over a hundred replies were received to the circular, most of them stating that the act was being rigidly enforced.

All Must Have Lamps in New Jersey.

Although it appears not to be generally known by cyclists and motorcyclists, at the last session of the New Jersey legislature a law requiring all vehicles to carry lights at night was enacted. Not even the much beloved farmer's wagon is excepted.

Coffman Named as Ohio Representative.

Vice-President Hall, of the F. A. M. Western District, has appointed A. B. Coffman, of Toledo, State representative for Ohio. It is expected that he will have a hand in the road race which will be held in his city on the 30th inst.

NEARLY ONE HUNDRED SURVIVORS

More than 130 Riders in Spring Century Run of C. R. C. of A—Two Divisions for the Slow Ones.

Thanks to the efforts of Alfred H. Seeley the twelfth annual spring century run of the Century Road Club of America, New York State division, held last Sunday, 17th inst., over Long Island roads, was a bigger success than even optimistic Seeley had hoped for, and this despite threatening rain in the early morning, at the time of start. More than 130 riders, in three divisions, left Bedford Rest, Brooklyn, for the 100 miles ride, and of this number from 90 to 100 qualified for the survivor's silver medal. The first and second divisions were made up of slow riders, or those who preferred to ride leisurely, on Sunday, at any rate, the first being in charge of J. W. Hedden, Sylvain Segal, Ernest G. Grupe, and W. Oppenheimer. The second division was led by W. L. Cummings, Henry Kest, H. Boltz and Peter Hensch. The fast division, which left Brooklyn 1½ hours after the slow divisions and reached Hicksville in time to have dinner with them, was in command of hardy pluggers in the persons of Fred S. Mommer, "Lal" Ruch, Charles F. Hansen and A. H. Seeley. The route embraced the towns of Coney Island, Richmond Hill, Freeport, Amityville, Hicksville, Massapequa, Hempstead and Valley Stream. Punctures were numerous, not a few of the non-survivors failing to finish on that account.

Track for Olympic Races Completed.

Bicycle racing on a track which had never been ridden on up to the moment of starting the first race, was the novel feature of the cycling part of the program incident to the formal opening of the new giant Stadium at Shepard's Bush, near London, which has been constructed especially for the Olympic games, to be disputed in England during the forthcoming month of July. The opening ceremonies were scheduled to occur late last week, but work upon the structure had been so far delayed that it was feared the race meet could not be held. The Stadium is built around a huge arena, enclosing the athletic field, swimming tank, cinder path and bicycle track. The latter is 660 yards round, by official measurement, or two and two thirds laps to the mile. The grandstands on either side of the stretches afford seating capacity for 10,000 spectators each, while the seating and standing capacity at the ends furnish sufficient additional room for an enormous crowd.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

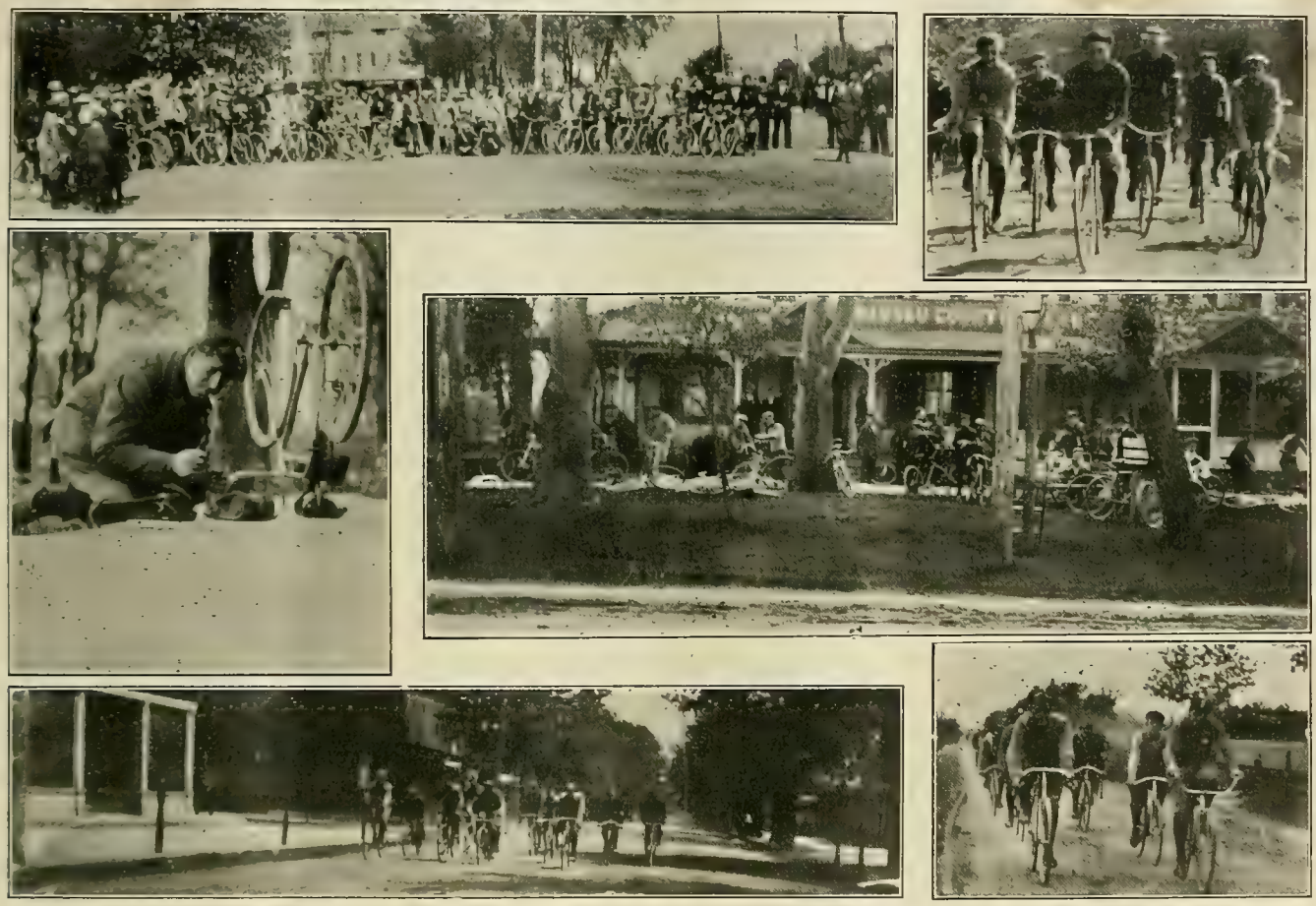
PLANS OF ENDURANCE CONTEST

Schedule and Other Details Arranged—Hill Climbing and Brake Tests and Consistent Running Featured.

Having selected the route for the F. A. M. two days' national endurance and reliability contest, the arrangement of the details has followed rapidly.

As was announced last week, the start will be made from Catskill, N. Y., on the morning of June 29th, the route striking at once into the Catskill mountains, via Cairo, Hunter and Tannersville, and leading to New York via picturesque, if devious roads. The controls and checking points on the first day will be as follows: Catskill; Haines Falls (control), 39 miles; Kingston (check), 70; Newburgh (control), 103; Nyack (control), 152½; ferry to Tarrytown (check), 152½; New York City, 174½ miles. To equalize matters, an arbitrary stoppage and allowance of one hour will be made for ferriage between Nyack and Tarrytown. This time will be deducted from the road schedule, which, based on a 15 miles an hour pace, will cause the first arrivals to be due in New York at 6:38 p. m., the start from Catskill being made at 6 a. m.

On arrival in New York the competitors will be sent under escort to Brooklyn,



SCENES AND INCIDENTS ON THE C. R. C. A. CENTURY

where their machines will be deposited under guard until the next morning, when the course will describe a circuit of Long Island. The route and controls on that day, June 30, will be as follows: Brooklyn; Patchogue (control), 57 miles; East Quogue (check), 82; Riverhead (control), 89; Roslyn (control), 158; Flushing (check), 162; Brooklyn (control), 176 miles. Starting at 6 a. m. the first arrivals should finish at 5.44 p. m.

On both days a hill climbing test—without regard to time—and an emergency braking contest will occur en route.

Two classes will be provided for—private owners and amateurs engaged in the trade. These in turn will be sub-divided into classes for riders of single and multicylinder machines. One thousand points will constitute the basis of the award. Times will be registered at controls and will be noted also at checking stations and at several points unknown to the contestants—a practice designed not only to suppress scorching, but to promote consistent performance. Where the variation is too great penalties will be imposed in addition to those entailed for tardy or too early arrival at controls.

The entry fee will be $5 up to the closing of entries, with the first mail of June 22d; thereafter, an increase of 50 per cent., or $2.50 extra, will be imposed. The entry list will be in charge of H. J. Wehman, chairman, 84 Nassau street, New York. The other members of the endurance contest committee are Grover Cleveland Davis and Harold Fletcher.

5,000 Miles of Good Roads in Prospect.

Governor Hughes, of New York, has signed a highway bill which ultimately will result in the building of 5,000 miles of good roads throughout the State.

The bill creates a State highway commission of three members, to be appointed by the Governor, to take office January 1. It will supplant the State Engineer and Surveyor in control of the State highways.

The changes are sweeping. State, district, county and town supervision are all revolutionized; the elective office of highway commissioner is abolished and succeeded by a new office to be known as that of town superintendent, that official to be elected for a term of two years; and a gigantic system of trunk highways, ramifying through all important parts of the State, is laid out, to be constructed solely at the expense of the State.

Thirty-seven trunk highways are specified. County highways will be constructed at the expense of the State, county and town, and town highways by the State and town. In all, 5,000 miles of roads will be built.

Many of the trunk highways will be hundreds of miles long. Three different roads will lead out of New York City toward Albany, and another will lead through the southern tier of cities to Buffalo. In constructing the roads the commission is empowered to abolish all grade crossings.

WORKSMAN IS HALED TO JAIL

Stolen Motorcycle Gets Second-Hand Dealer into Trouble—His Get Rich Quick Transaction Nets $120 Profit.

It is coming to be a dangerous thing for a man to bring into a store of F. A. Baker & Co. a motorcycle to which the title is not clear. Following the incident, related in last week's Bicycling World, when a man with a De Dion motorcycle was arrested at Baker's New York store for having in his possession a stolen machine, another motor bicycle was recovered for its owner through the agency of Baker's Brooklyn store, where it had been taken by the innocent purchaser of it, who had obtained it from Morris Worksman, a dealer in second-hand bicycles on Cortlandt street, New York. Worksman was later arrested for knowingly receiving stolen property.

According to the evidence, Dr. Goodenough, of Paterson, N. J., on Saturday, May 2d, bought a new twin cylinder Indian motor bicycle. He rode it on Saturday and on Sunday. Sunday night the machine was stolen from the garage of James D. Lewis, of Paterson, who immediately caused an alarm to be sent out by the police.

When Worksman was arraigned before Magistrate Walsh charged with receiving stolen property, he declared that the motor bicycle was brought to his store in Cortlandt street, New York, on Monday, the 4th inst., by an unknown man who wanted to sell it for $75. Despite the fact that it was a twin Indian and practically brand new, Worksman could not see his way clear to pay over $50 for it, and, as he stated in court, he was not sure that he should pay as much as $50, because the machine was out of order.

Worksman testified that he knew nothing about motorcycles; he had never bought, sold or ridden them; he knew nothing of their price or value, but he concluded to risk $50 on this one, and bought it for that price. He then sent for a repairman with whom he was acquainted and told him to put the machine in order.

About this time Worksman remembered that he had on his books the name of a man who was in the market for a motor bicycle, so he wrote to him, describing the machine as a new one, which he could sell very reasonably. In response to this letter George Pearson, of Corona, L. I., appeared and was offered the machine for $175 two days after Worksman had bought it for $50, his knowledge of values apparently having been increased enormously in that short period. Pearson wanted to take the motor bicycle to an Indian agent and have it appraised, but the dealer demurred to this suggestion and consented to take $5 from the price, if Pearson would yield this point. Pearson then paid the $170 and rode away with the machine. In the meantime the police department had sent out a description of the stolen Indian, and the reputable dealers were on the watch for it.

A couple of weeks passed; many of the evenings were wet and rainy so that motorcycling was not largely indulged in. Because of the climatic conditions "Bob" Braisnier, the master mechanic for F. A. Baker & Co., had had opportunity to knock off work a little early each day and as he had spent much of his spare time in reading Wehman's text book, "How to Become a Detective," he therefore was in fit condition to "control facial expression," as directed by the experienced sleuth, "to show no surprise" and to be "cool and collected." when one morning a stranger entered the Brooklyn store with the stolen Indian in his possession. Braisnier said nothing; he even did not look wise, but in a few minutes the police were notified, and the machinery of the law set in motion. Dr. Goodenough came and identified the machine. Pearson told where and under what conditions he had bought it; Worksman admitted he had sold it and then was arrested by detective Christopher J. Donnelly. Magistrate Walsh listened to all that was said by the different parties concerned. Baker testified as to the value of the machine, and the prisoner was held in $1,500 bail for the action of the Grand Jury on the charge of "knowingly receiving stolen property." The police now are looking for the man who sold the machine to Worksman, and it is said that interesting developments are possible.

Gang of Juvenile Thieves Unearthed.

By the arrest of three small boys, whose ages ranged from 12 to 14 years, the police of Montclair, N. J., unearthed a juvenile enterprise which has been expensive to bicycle owners. Through the confessions of the boys it was learned that they long had been stealing bicycles which they would take into the woods and dismantle. The tires and accessories would be sold and the rest of the wheels left to rot. The police went to the place described in the confessions and found a veritable bicycle graveyard; enough frames, handle bars and pedals were lying about to show that at least 20 bicycles had been dismantled by the youthful thieves.

Stolen Bicycles Stored in Post Office.

About the last place that one would expect to find used for a hiding spot for stolen bicycles would be a United States post office building. William Anthony, a government messenger, was arrested in Buffalo, N. Y., however, charged with stealing two bicycles, the machines being discovered in the basement of the Federal building where Anthony says he put them after he had found them on the sidewalk in front of the structure. He admitted that he had made no attempt to find the rightful owners, but denied stealing the wheels.

RAIN SHORTENED BELLEVILLE MEET

Exciting Motorcycle Events Won by Van Sickle—Schaefer Finishes First in Gruelling Bicycle Contest.

Rain put a stop to the bicycle-motorcycle-automobile meet at Priester's Park half-mile track, Belleville, Ill., Saturday afternoon last, 16th inst., but not before four events had been decided. Charles Van Sickle of Hammond, Ind., captured both motorcycle races, and J. Schaefer, of the South Side Cycling Club, St. Louis, won the bicycle race. A large crowd witnessed the sport, which was of an interesting quality while it lasted.

Although it had a goodly number of starters the five miles open for motorcycles resulted in practically a match race between Van Sickle and T. Bahnsen, the latter of St. Louis. Both riders showed such daring on the turns and set such a pace that the rest of the field were soon put in the "also ran" class. Bahnsen trailed the Indiana man all the way and was only beaten by a length at the tape. The time, 7:00⅖, was good for the half mile track.

The three miles bicycle handicap was a gruelling struggle all the way, marred only by the misunderstanding of Robert Borsch of the St. Louis Cycling Club. Borsch was picked as the likely winner, but made a mistake in counting the laps. He dropped out one lap too soon and tried to make up the distance, but was unsuccessful. The finish went to J. Schaefer who beat Freeman by one-fifth of a second.

Van Sickle made a runaway of the five miles event for single cylinder motorcycles. Bahnson was expected to give him a fight but he took a header in the fourth lap. The St. Louis rider was about to pass the Indiana crack whes the front wheel of his machine hit a soft spot and turned under him. Bahnsen was thrown 10 feet into the air, executed a somersault, landed flat on his back, and slid about 20 feet before he stopped. Miraculously he did not receive as much as a scratch, but his machine looked as though it had been run into by a railroad train. Van Sickle lapped every man in the race after that. The summaries:

Five miles motorcycle, open—Won by Charles Van Sickle, Hammond, Ind., 7 horsepower Indian; second, T. Bahnsen, St. Louis Motorcycle Club, 5 horsepower Indian; third, F. J. Maynard, St. L. M. C., 6 horsepower R-S; fourth, F. M. Hazard, St. L. M. C., 5 Indian. Times, 7:00⅖ and 7:00⅗.

Three miles bicycle, handicap—Won by J. Schaefer, South Side Cycling Club (30); second, James Freeman, St. Louis Cycling Club (150); third, Fred Windt. St. L. C. C., (125); fourth, B. C. Hopkins, St. L. C. C. (175). Times, 8:37⅖, 8:37⅗, 8:38, and 8:38⅖.

Five miles for single cylinder motorcycles —Won by Charles Van Sickle, Hammond, Ind., 3½ horsepower Indian; second, J. White, St. Louis, 3 horsepower Thor; third, E. Kline, St. Louis, 3 horsepower Armac. Time, 7:45⅖.

Three miles for automobiles, under 20 horsepower—Won by E. J. Rae, 18 horsepower El Ray; second, J. Dryer, 12 horsepower Franklin; third, A. W. Niebling, 12 horsepower Franklin. Time, 5:23⅕.

Distinguished in Battle of Flowers.

One of the many gala carnival events that makes life interesting in San Antonio, Texas, is the annual Battle of Flowers, which this year occurred on April 24th. Probably one of the most attractive equipages that added color to the decorated



WICKWIRES IN DECORATED TRI-CAR

parade was the tri-car of K. G. Wickwire and wife, shown above. The contrast between the dark blue enamel of the machine and the yellow roses was as striking as it was harmonious.

Ernst to Make His Debut as a Pro.

Fred Ernst, the Rochester rider who used to show considerable speed in the amateur ranks has decided to cast his lot with the cash chasers and is expected to make his debut at the Newark Velodrome to-morrow. As an amateur Ernst was without a peer and had very few equals and he was seen in many brilliant victories at the old Vailsburg track. He was turned professional in 1905 along with Rupprecht, Ashurst, Billington, and several others, but refused to ride as a professional and has kept out of the game until now. His debut will be watched with interest.

Race Meet for Bunker Hill Day.

The Waltham (Mass.) Autocycle Club, which is best remembered for having defaulted in the delivery of medals for the national championships run under its auspices some three years ago, has scheduled a race meet for June 17th. Since that time the club, which for several reasons was supposed to have been succeeded by the Waltham Motorcycle Club, has been playing the part of a refuge for suspended and disqualified riders.

BOYS IN RACE AT ATLANTIC CITY

Five Miles Road Handicap Won by Thomas McGee—Close Finishes in Quarter Mile Scratch Event.

Thomas McGee, a bright faced, likeable lad, who used to work for the Postal Telegraph Co., won the five miles boys' handicap road race held on the automobile boulevard at Atlantic City, N. J., Sunday last, 17th inst. McGee had a handicap of four minutes, and his victory was as unexpected as it was popular.

Twenty-four boys started in the race and it attracted about 1,000 spectators to the boulevard. Joseph Walters, a scratch man, won the time prize, covering the distance in 15 minutes 25 seconds. Considering the head wind this was excellent time for a youngster. Joe Pritchet, the "Pride of Ducktown," was expected to win the time prize, but he paid so much attention to the girls along the course that he lost the honor by 10 seconds. In making one of the turns, George Conover, the young lad who won the Young America Handicap last summer, and who rode in the race with the Bicycling World's gold medal proudly displayed on his bathing jersey, dismounted and in so doing lost both his shoes. The spectators were considerably amused at his frantic efforts to get them on again. The order of finish was as follows: First, Thomas McGee (4:00); second, Ben Subrenski (4:00); third, Louis Blumberg (4:30); fourth, Russell Brown (3:00); fifth, Peter Humphries (3:30). First time prize, Joe Walters (scratch), 15:25.

There was so much rivalry between the boys following the five miles handicap that Charles A. Van Doren, who promoted the race, decided to let the future Kramers fight it out in a quarter of a mile scratch race. All the finishes were close and exciting. The first heat went to Joe Walters, who beat Russell Brown by inches, and in the second heat William Calder got the decision over Isidore Phillips. In the final heat Walters and Phillips had it out, the former winning by inches in the fast time of 48 seconds. The summary:

One-quarter mile open—First heat won by Joe Walters; second, Russell Brown; third, George Griffith. Second heat won by William Calder; second, Isidore Phillips; third, Joe Prichet. Final heat won by Joe Walters; second, Isidore Phillips; third, William Calder. Time, 0:48.

Decoration Day Meet for Rochester.

The newly organized Lake View Motorcycle Club of Rochester, N. Y., has announced a program of motorcycle and automobile races to be held at Crittenden park, near that city, on May 30th. The motorcycle events on the program are several two miles events for riders of certain machines and a five-miles free-for-all.

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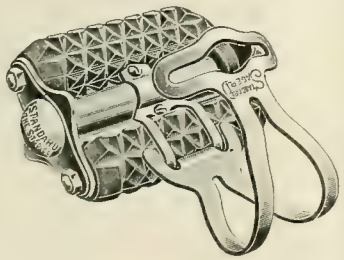
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QUOTATIONS ON REQUEST.

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SHERWOOD GETTING THEIR GAUGE

Gives Dupre a Close Race at Geneva—Garrigou Again Road Champion—Darragon Lowers Records.

Charles A. Sherwood evidently is learning the tricks of the foreign riders. He finished fourth in the 804 metres handicap at the Velodrome Buffalo, Paris, on April 27th, starting from 15 metres. The race was won by Poulain, on scratch. Duquense and Berthet, both with long marks, finishing second and third. In his heat Sherwood had to defeat Delage, of France, and Benyon, England's champion sprinter, in order to qualify for the final.

Sherwood's most recent ride, however, was at Geneva, Switzerland, on May 3d, when he finished second in the international scratch race. Dupre, Sherwood, Piard, Charlot and Fournous qualified after a series of hard-fought trial and repêchage heats. The final went to big Dupre, who beat Sherwood by three inches. Piard was third and Fournous fourth. Carapezzi, Toussaint, Eischen and Berthet were among the better known "also rans.'

Gustave Garrigou won the second annual 100-kilometre road championship of France on Sunday, May 3d, covering the distance, 61.1 miles, in 2 hours 47 minutes. Louis Trousselier, who rode in the New York six days' race three years ago, was second, and Brocco, a new rider beat Petit-Breton for third place by 100 yards.

The race was a great success, and this was Garrigou's second victory, having won the event last year. The course led through Saint Cyr, Trappes, Le Perray, Rambouillet, Dampier, Voisin le Brettoneux and La Miniere. As this event is one of the most important of the long distance French road races, it attracted many thousands of spectators. It is estimated that 3,000 cyclists alone followed the riders over the different stages of the course.

The start was made from the Orangery at Versailles at 10.30 a. m. A heavy head wind and blinding dust made the journey particularly arduous as far as St. Cyr. Cruchon fell near Perray and was considerably cut about the face and head.

On the hill at Ablis, Garrigou, Troussilier and Petit-Breton saved themselves, gaining a hundred yards on Lignon, Paulinier and Brocco. Breton was dropped a little later and on the road to Calvary Paulinier and Lignon took a fall. Garrigou was all alone at Miniere and Trousselier and Brocco fought for second place, the former scoring. Garrigou, who is only 24 years old, is spoken of as a probable candidate for the next six days race.

Walter Rutt, the six day champion, won the Grand Prix d'Ouverture at Reims on April 26, defeating Hourlier and Mayer, in this order. He also won the mile handicap from scratch, Hourlier again getting the place.

Walthour still seems to be running the wrong way. In the 100-kilometer race at the Steglitz track in Berlin on May 3d, the American finished last, 18 miles behind Demke, who won in 1 hour 12 minutes 52 seconds. Yvan Goor was second, and Thaddeus Rohl third.

An effort is being made to raise a fund to erect a monument to the memory of Louis Mettling, the American pace-follower, who was killed in Germany nearly a year ago. Rad Welt, the German sporting paper, undertaking the work.

More Riders Get N. C. A. Licenses.

Licenses have been issued to the following amateur riders by the National Cycling Association: Both track and road—Robert Lawson, George C. Holzhauer, Fred Bauldauf, Charles Nerent, Mark Eustace, Herman Hintze, T. J. Murphy, Virgil Mercandeth, John Gioletto, Hardy Jackson, Maurice Vanden Dries, Henry Vanden Dries, Otto J. Steih, and W. A. Penn, New York City; George Froebig, John Esposito, Patsy Demans, H. F. Missimer, Charles J. Stein and J. A. Subank, Brooklyn; Edward Kays, Newark; Benjamin Evesson, Jersey City; Clarence Carman, Jamaica, N. Y.; Fred W. Jones, Passaic; Archie V. Hayes, Boston; Peter Droback, South Boston, and Frank McMillan, Hoboken, N. J.

Road racing only—William Bernitt, Eugene Gaestel, Edwin Lowe, Burt S. Vincent, H. T. Mayo, William Lamphear, Hugo Zeile, Edward Brower, Arthur Allen, F. L. White, Elias Kahn, Ernest Zink, Ernest Marzo, William Deal, C. M. Schlosser, and George Henry, New York City; John Becht, Gus Hany, Samuel Rein, J. Schuster, Morris Struber, Samuel Struber, I. Lewin, Emil Greenbaum, and William Schneyer, Brooklyn; Paul Heller, Far Rockaway, N. Y.; Frank Mehrmann, Evergreen, N. Y.; Fred W. Jones, Passaic, N. J.; Harry Brunner, Thomas S. Taylor, Thomas W. Baker and Robert L. Shanklin, Baltimore; Richard Hughes, Hoboken, N. J.; William P. Leahy and John Miller, Hartford, Conn.

McFarland Will Remain at Salt Lake.

Despite plentiful rumors that Floyd A. McFarland intended to come east with his new protege, A. J. "Rocket" Clarke, a letter from the veteran campaigner to a personal friend this week dispels the illusion. McFarland states that Salt Lake City looks good to him at the present time and that he and Clarke intend to scoop up all the money in sight. There is no doubt but that McFarland will get his share.

Wolf Heads Reading Cycle Club.

Officers have been elected by the Reading (Pa.) Cycle Club as follows: President, Charles Wolf; vice-president, Anthony Clump; secretary, Daniel Stamm; treasurer, Frank Ruth; trustees, Samuel Baker, Daniel Boyer and Irvin Weaver.

SPORT MUDDLED IN MELBOURNE

League Officials Blamed for Practical Failure of New Track—Rival Organizations Developing Strength.

Melbourne, April 13.—The first season of the new saucer track in this city is drawing to a close. It has not been marked with any special success. The programs submitted have, as a rule, been little improvement on those prevailing for the last 20 years, and, excepting the first night, the attendances must have been somewhat disappointing to the promoters. They would not wrench themselves out of the old rut; and would not go out of their way to provide special attractions, the result being that the enthusiasm of the public waned. Instead of making a big effort to regain it, the prize money was cut down gradually until the interests of the riders was lost, with the result that some of the better men withdrew, and very few new men were attracted. Hence there was a distressing sameness in the personnel of the competitors.

Matters did not improve when MacFarland saw fit to resign the management of the track, owing, as he said, to the interference of those more or less interested—chiefly League officials. They not only had money in the venture, but also controlled the sport there to suit both themselves and the league revenue, while the tastes of the public were ignored. Consequently, when the spectators saw that there was practically the same kind of racing among the same riders, they put in a protest in the shape of a withdrawal of their patronage. Both MacFarland and Clark left for America three weeks ago, which did not tend to improve matters. The management have made much of repeated attempts on the mile record for the track by a motorcyclist, till the item has become monotonous, and without point at times.

It is hoped, however, to induce some of the oversea visitors to again patronize us—American as well as European riders—but it is understood that they will need some little compensation before they will venture so far merely on the off chance of winning sufficient to make the trip payable. As no doubt you are aware, the value of the prize money has been very much reduced; even the Austral Wheel race was cut down to insignificant proportions last year, when, it may be remembered, the first prize was 60 per cent. of a fifth of the gross takings at the meeting. It did not equal $400. The same arrangement will obtain for this year.

There is great opposition to the league here at present; it has lost the confidence of the majority of the riders, with the result that there are now three other bodies running counter to it, and, seemingly, all progressing well. One is an association of the cycle traders in and around the me-

tropolis which holds track meetings fortnightly in the suburbs, and which has over 180 members on the roll, with an average of about 100 racing at each meeting. Another body is the Inter-Club Association, composed of club members, of which there are about 2,000, and this association has just cast off allegiance with the league. The third body is in a populous country district —Bendige, about 100 miles from Melbourne —and known as the Northern District Association. This body has gone to the extent of issuing a notice to its members that it will disqualify any of them if they compete at the meetings held under the patronage of the league. As has before been mentioned, the league is an association composed of representatives of outside bodies who use cycling as an attraction at their annual affairs, and who have no enthusiasm in cycling further than the money it may attract and secure to them at their annual sports meetings.

Headwork Necessary in Track Mishaps.

Track racing develops many emergencies which the experienced rider can handle a great deal better than the inexperienced one. This not only applies to track strategy in riding the race according to the way the leaders are riding it and in getting a favorable position in the "bunch" for the final sprint, but in those situations which spell accident or spills if quick headwork is not used.

The matter of a punctured tire is a case in point, and one in which the inexperienced rider nearly always does the wrong thing. When he first becomes aware of a puncture the man without much track experience usually has the impulse to back pedal and get off the track as quickly as possible. Since it is nearly always the rear wheel that punctures, this is about the worst thing he could do, because it brings a sudden strain on the tire that opens the puncture and lets him down flat to the rim in an instant. What he should do is to keep pedaling ahead, so that the other riders may go by him in the usual way, and then when he is well back of them all, he can ride to the side of the track in safety. Back pedaling with a sudden puncture will too often result in at once letting all the air out of the tire, making it loose on the rim, with the result that it tears off with the strain and precipitates the rider at the bottom of a nasty spill.

Hill and Drobach to Invade Vailsburg.

Fred Hill and Peter Drobach, two amateurs who shared most of the prizes at the indoor track in Boston this winter with George Cameron, are preparing to invade Newark and give the local "simon pures" some points on how to ride races. Hill, particularly, is anxious to win the national amateur championship as he has six day aspirations. When Matt Downey won the amateur championship three years ago he surprised a great many wiseacres, so that a repetition is not wholly impossible.

PRINCE PLANS EASTERN CIRCUIT

Paterson Capital Said to be Interested in His Project—Trenton Also Presents Possibility for a Track.

John Shillington Prince, former rider, manager, and at present manager and track builder, has got the fever again. Prince has been dreaming about gold lately and has been thinking of tracks, tracks, tracks so much that he cannot rid himself of the idea but that the east must have a circuit of saucer tracks to bring the racing game back to the prosperity of the old circuit days.

Prince knows how to build tracks, and good ones, and it is safe to say that no man has constructed more than has he. His latest monument is the Newark Velodrome, the finest piece of work he ever put his hand to.

When Prince completed the building of the Newark saucer he went to Baltimore intending to build an eight lap saucer track there. In fact, the lumber was practically ordered and everything in readiness to go ahead with the work. Then, suddenly, Prince and Mrs. Prince, bobbed up in New York City and everybody knew that the Baltimore proposition was off. Just why it fell through no one sems to know—Prince states that there was a hitch over Sunday racing and that the Baltimore authorities would not permit racing on the first day of the week under any circumstances. At any rate Prince came back to New York and when he saw what crowds the Newark Velodrome was drawing he decided that a circuit is the only thing proper for the East.

At any rate, it is true that Prince has interested Patterson capital in his scheme, which is to build an eight lap track at either Clifton or Lakeview, both within trolley distance of the silk city. It is said that the trolley company at that place is willing to back the track builder. Besides the street railway company Prince has interested the bicycle and sporting goods dealers of Paterson and it is likely that the track will be built, according to reports.

After building the track at Paterson, that is, of course, "if," Prince will take a hop, step and a jump to Trenton, N. J. He also has been to New Jersey's capital to feel the situation there. Trenton used to be on the bicycle map and it only needs a track to put it there again. With three tracks within easy distance there is no doubt but that a circuit could be maintained that would furnish the patrons with the finest kind of racing, as the best riders in the world could be brought here at minimum expense to each promoter.

However, Prince has started to build many tracks that never have been completed, never having got beyond their appearance on paper, as a matter of fact, and these two new ones will have to become a reality before many people will believe that Prince is in earnest.

Forty-eight Hours Race in Doubt.

Although no definite announcement to that effect has as yet been made, it is likely that the projected 48 hours amateur team bicycle team race at Manasquan, N. J., May 28-30, will either be postponed until July 4th, or abandoned altogether. The race is too long for this early in the season and besides, there are two motorcycles up for competition in this section on Decoration Day—a Yale-California in the Isvington-Millburn road race, and an Indian as the prize in the two miles handicap at the Newark Velodrome. In the event of the long race being held at Manasquan in July it is planned to make it one of 24 hours' duration instead of 48 hours, and to include also a large program of sprint bicycle and motorcycle races.

Los Angeles Building a New Track.

The new eight lap now under construction at Seals Park, Los Angeles, and which will be managed by Pickering, will open on June 10th, according to advices from the California city. The professional field is rather slim, but a field of about fifty amateurs are training in prospect of a busy season. The feature for the opening meet will be a match between "Dutch" Hoffman and W. M. Furman. It is expected to make winter racing a live issue in California and Harry B. Heagren has secured franchises to build tracks in several cities. It is not thought that many professionals will become interested this summer, but it is stated that all the crack men will be sent tickets to California next winter.

Eck's Reported Estimate of Anderson.

Dope has been flying around rather thickly since the opening of the Newark Velodrome, the latest is to the effect that Tom Eck, the old rider-manager-trainer sees in N. M. Anderson, the Dane who has been touted as the most likely successor to National Champion Kramer, a find, and Eck is trying to effect an arrangement whereby he may become Anderson's manager and financial advisor. If Anderson has got a barrel of speed corked up in his legs there is no doubt but that Eck can work it out but the wise ones say that the Dane is nothing phenomenal and will never become a Kramer. However, there is an old story about sour grapes, etc.

Fourth of July Race at Atlantic City.

The Atlantic City Wheelmen have decided to promote a big road race on July 4th, entry blanks for which will be out next week. The distance will be 45 miles and the handicap limit 30 minutes. The course will be over the Atlantic City-Egg Harbor-Mays Landing road, and Charles A. Van Doren, who has the arrangements in charge states that there will be several bicycles as the chief prizes.

MOTORCYCLES IN PUBLIC SERVICE

Their Employment Extending in Municipal Departments—Mount Vernon and Seattle Officials to Use Them.

This is "open season" for the motorcycle dealers who are anxious to place their machines with police departments for use in light patrol and speed law enforcement duties. From all quarters, reports of recent purchases are being received which show that the trial equipments of one or two machines which were purchased in so many cases one year ago, have proved satisfactory enough to warrant an extension of their use by other public departments and to require a substantial reinforcement of the number besides.

Because the machines are purchased for municipal service, however, it does not follow that they are intended to be used exclusively in trapping the elusive motorist with the high-gear habit, or in patroling the parkways and outlying suburbs of the cities to which they appertain. For instance, a resolution recently passed by the city council of Mount Vernon, N. Y., provides for the purchase of a motor bicycle for the use of the deputy commissioner of public works. Alderman Packman, who introduced the measure, remarked that it was impossible for the deputy to properly look after the work now being done in the city without some conveyance of the kind, and expressed the opinion that not all the necessary traveling could be done even with a horse.

For genuine enterprise and originality in utilizing the self-propelled bicycle, however, the city of Seattle, Wash., must be accorded the palm. The new motorcycle which Superintendent Thompson has been instructed to purchase on the city's account will be used by the department of parks of which he is the head. Stranger still, it will be used in protecting the trees and flowers in the parks from the devastations of marauding botanists and others, of less scientific and more destructive proclivities Seattle has been threatened with a flower famine, owing to the heedlessness of the people who stroll through the parks, and the use of the motorcycle has been resorted to as the only possible means of protecting the green things and enforcing the ordinances which have been passed for the suppression of that sort of vandalism which manifests itself in such places.

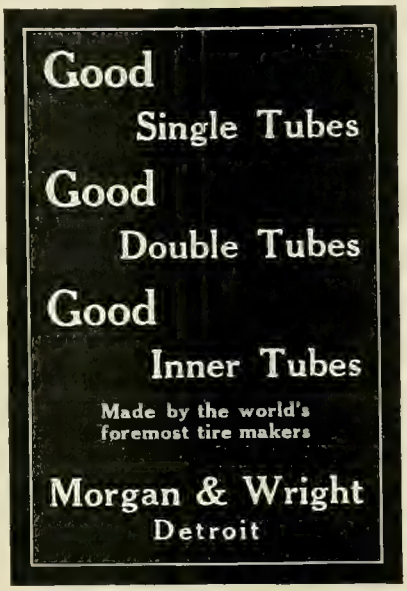
Oakland Team Best at San Jose.

Last Saturday night, 16th inst., for the first time in the history of bicycle racing, the colors of the Garden City Wheelmen of San Jose were lowered in a team roller race given in that city. The Oakland Wheelmen is the first club strong enough to send a team to San Jose to turn the trick and they won the coast home trainer championship when they worsted the Garden City Wheelmen's team by a margin of 18⅖ seconds. The individual laurels also went to McTigh and Black of Oakland. The former set a new record for two miles, riding the distance in 2:01. McTigh's ride was really remarkable. He covered the first half mile in 20 seconds and the mile in 50 seconds. Each team entered two riders in the championship the lowest total time counting. The times made by the teams were as follows:

Oakland Wheelmen—Black, 2:18; McTigh, 2:01. Total time, 4:19.

Garden City Wheelmen—Chaboya, 2:25⅘; Waltz, 2:14⅗. Total time, 4:37⅗.

New Century Wheelmen—Laye, 2:24⅘; McGrath, 2:24⅘. Total time, 4:49⅘.



Bay City Wheelmen—Wagner, 2:48; Steinman, 2:19⅖. Tital time, 5:07⅖.

Golden City Wheelmen — Coughlan, 2:37⅖; Nugent, 2:38⅖. Total time, 5:15⅘.

Central City Wheelmen—H. Doyle, 2:48; B. Doyle, 2:41. Total time, 5:29.

Big Raid on a Repairer.

On Saturday last, two Newark (N. J.) detectives descended on the bicycle repair shop of Antonio Dellisso, at 11 Clinton avenue, and seized enough bicycles and motorcycles to load up two vans. They then arrested Delisso and charged him with stealing bicycles, also with knowingly and wilfully receiving stolen property. Nearly all the machines in Dellisso's place had the numbers filed off. The police believe that by this capture they have found the head of an organized band of bicycle thieves. The prisoner was held in $500 bail for the action of the grand jury.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

FOOLISH PRIDE OF PERFORMANCE

Why the "Experienced Motorcyclist" Interrupted a Climber's Story—What Motorcycles are Meant to do.

"I climbed the Crisscross hill to-day," began one of "the club" members, after the latest arrival had become seated and quiet again reigned. But the speaker said no more; he had no chance to say anything more for the tone of contempt in the voice of the Experienced Motorcyclist acted as a most effective silencer as he blurted out:

"Well, what of it? What if you did?" and without waiting for a reply, he continued, "It makes me weary to hear about people riding up this hill or that one, and telling of it as though the feat was a remarkable one. Why, I rode up Crisscross hill on a solid tired bicycle nearly 20 years ago, when I was nothing but a kid, and even that was not considered very much of a stunt," he concluded.

Silence followed the Experienced One's outburst, and seeing that no one would pick up the gauntlet, which he defiantly hurled in the midst of the gathering, that worthy continued:

"I can't, for the life of me, understand why motorcyclists continually are boasting about having done the most trivial, commonplace and expected things—things which neither are unusual nor startling. A motor bicycle is built to climb hills and is expected to climb them; it is expected to cover a lot of ground in a short time and if it didn't do these things, it wouldn't be worth having. When a machine will not do what is expected of it and claimed for it, then there is something to talk about, but when it merely does what it was built to do I don't see why a fuss should be made over its performance. And why any particular comment should be made about some motorcycle performance that has been done time and again by mediocre riders on push wheels is beyond my ken.

"The trouble with some of you is just this: You can't get away from the idea that a motor bicycle is a toy despite the fact that you have had absolute evidence for a long time that it is a thoroughly reliable and useful machine; and because you look at it as a toy, you constantly are expressing surprise at the things which it accomplishes, though these same things often are 'stunts' which you have done on a 'push' bicycle. For instance, one often hears a motorcyclist telling of a 'century' ride in tones of exultation, as though the fact of having ridden a hundred miles without breaking down or experiencing any untoward occurrence was a remarkable feat when, in point of fact, it is so confoundedly common place that it is no more deserving of comment than would be the interesting statement that a man had oatmeal for breakfast—or didn't have it."

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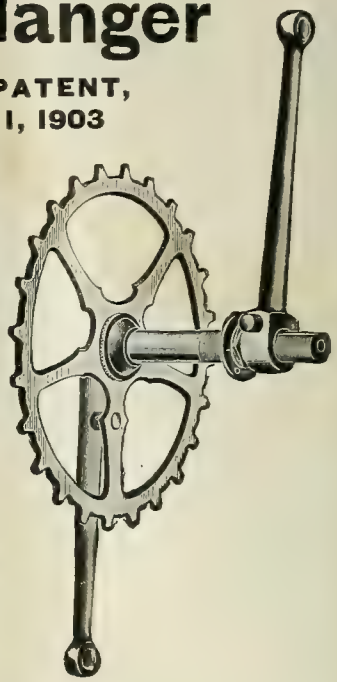
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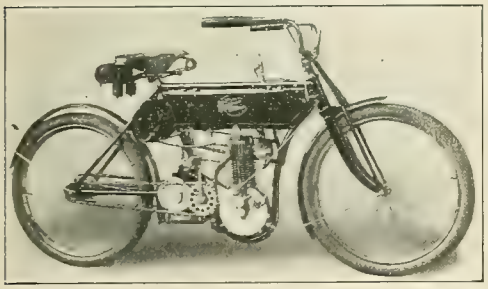
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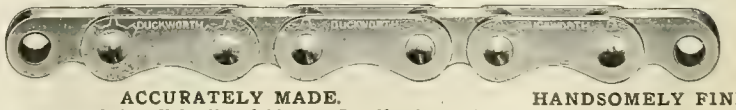
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One of the commonest difficulties which the motorcyclist encounters during the days of his novitiate, is that of misjudging the quantity of oil which is required in the crank case of his engine. Ordinarily the error is on the low side. But there are many cases in which misfiring and other difficulties are traceable to nothing more serious than a surfeit of oil in the case. Rather an ingenious method of obviating this difficulty by automatic means, has been suggested by a foreigner of experience, who proposes a scheme the only drawback to which is that in order to put it into operation the motor must be at rest.

In a word, the scheme is merely that of doing away with the pump, or at least of providing means of by-passing it temporarily, thus permitting the oil to flow into the crank case by gravity alone. Two small-bore pipes are required. One leads from the bottom of the oil reservoir in the ordinary way, and may, if required, include a loop around the pump, with a suitable cock by which it may be out of operation when not in use. The other runs from the top of the oil tank to a point in the side of the crankcase which is exactly at the proper level for the top of the oil in the case, when the motor is at rest. A further requisite is that the tank itself must be air-tight.

When communication is open in both pipes, the oil will flow down into the crank case, air rising to take its place through the second pipe, which leads to the top of the tank. As soon as the proper amount of oil has run into the case, the opening into the air pipe will be covered, and no more air will be permitted to rise, as a result of which the flow of oil will be checked. The stop-cocks must be shut off immediately after the flow has ceased, as otherwise the jolting of the machine when running, as well as the slopping of the oil in the case, will upset the balance in the system and permit an excess of oil to run down.

Evidently, the system is not of any great practical value from the standpoint of continuous road service, since in order to put it into service, the motor must be stopped. But for a ready means of gauging correctly and rapidly the amount required before starting, it appears to have a number of advantages which are obtained in none of the methods at present used. In no case would it appear to be entirely suitable to replace the pump.

How Coasting May be Beneficial.

While comparatively few motorcyclists realize the beneficial effect, on their motor, of coasting, it is an excellent plan to indulge in this practice whenever possible. When descending hills after a climb, and even occasionally on level ground, if the spark is cut out, the action of the piston wil tend to not only cool the cylinder and valves but will force out the foul gases which may have accumulated in recesses of the explosion head. Owing to the high temperature attained by the cylinder walls, the slightest interruption of the regularity of the explosion, greatly will reduce the heat in the cylinder. As the valves are subject to almost continuous exposure to flame, the need for cooling them is apparent, and an easy method of cooling is offered by this means.

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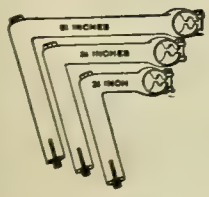
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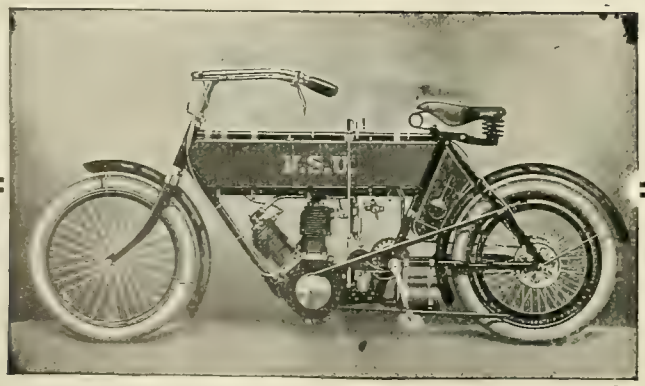
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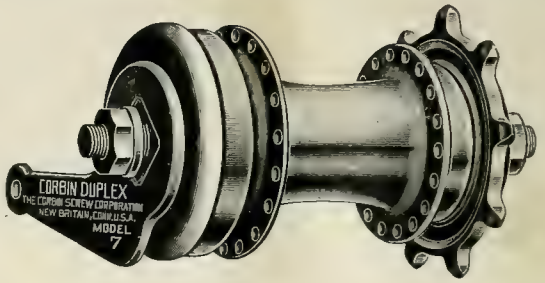


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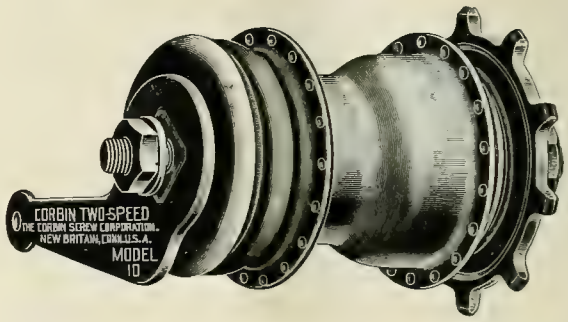
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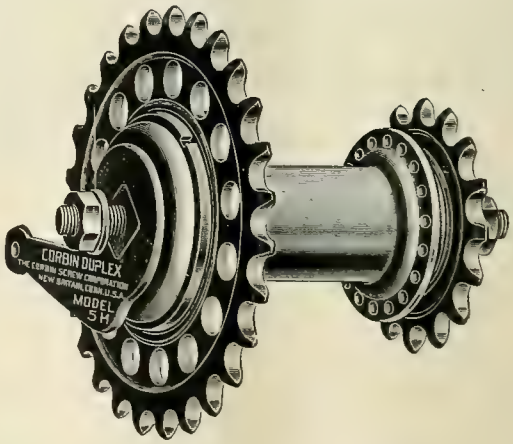
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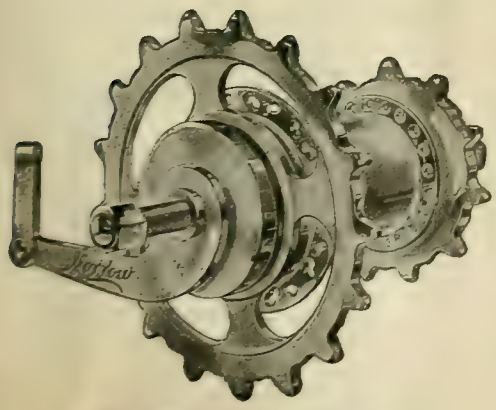
A Question of Temperament

Have you ever thought about the many different ways cycle and motor traders look at things, and the various methods they adopt in conducting their businesses? It all seems a question of individual temperament. Two men may be of entirely opposite natures; yet both may be successful, and "get there," as the Americans say. We all know the various types, such, for instance, as the careful and cautious "plodder," who is in distinct contrast to the go-ahead individual who launches out in all kinds of ways with a characteristic recklessness and apparent rashness which forebodes disaster to the minds of others of a somewhat pessimistic nature. Some men have no individualism—no original ideas. They plod away in the same old groove year after year without any ambition to better their lot, afraid to launch out or speculate, pessimistic to a degree, always considering that the good old cycle trade is "goin to the dogs," and the motor trade beyond them. Others, again, "take the bull by the horns," and venture their all to succeed, their very optimism pulling them through every difficulty.—The Cycle Trades Review.

¶ This business was established, has been and is conducted by one so full of optimism that it is breaking through the roof.

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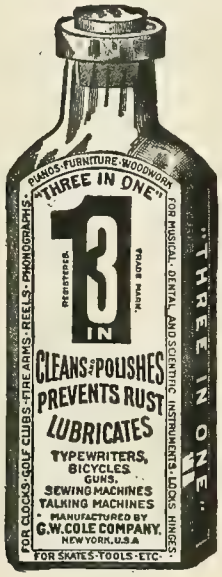
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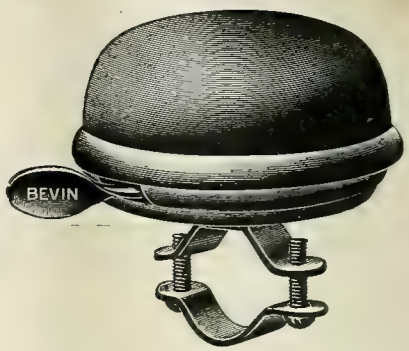
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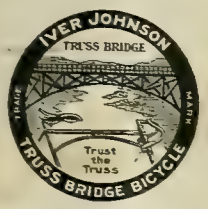
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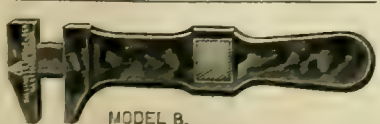
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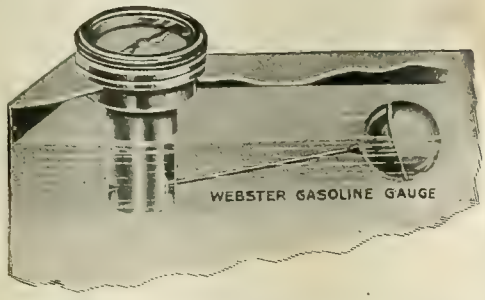


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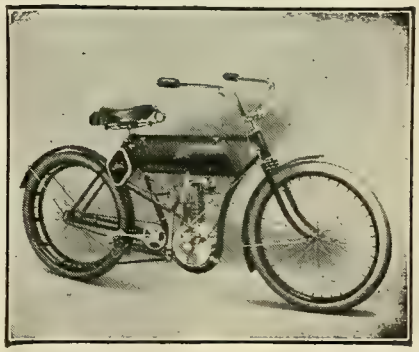
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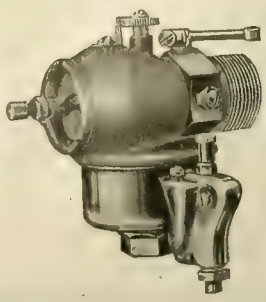
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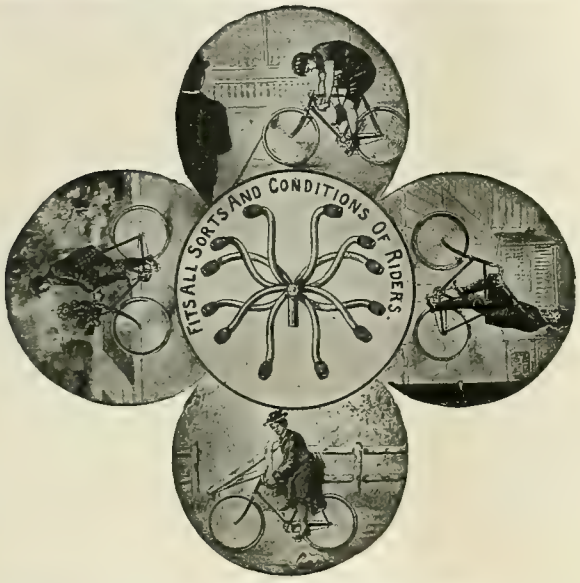
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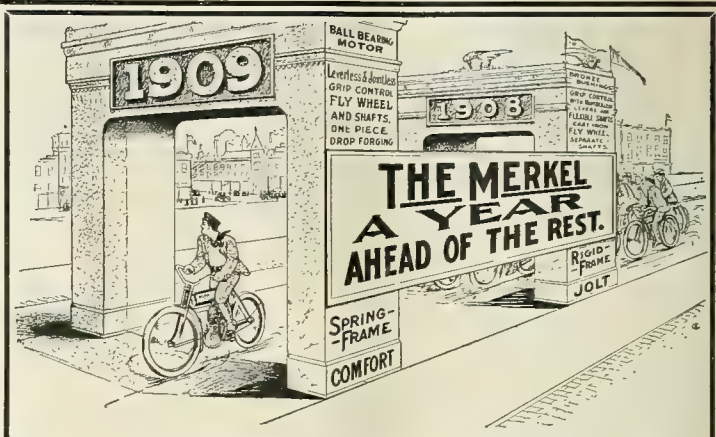
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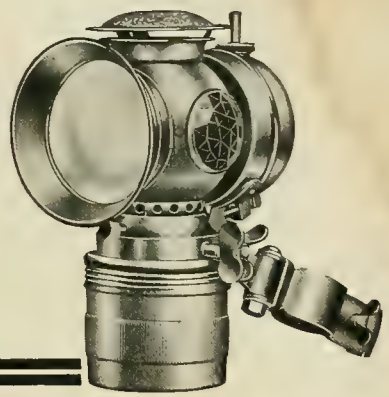
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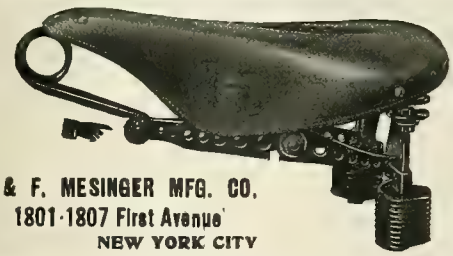
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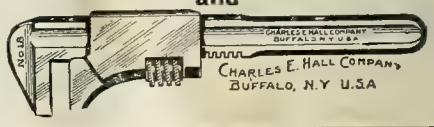
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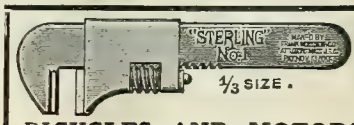
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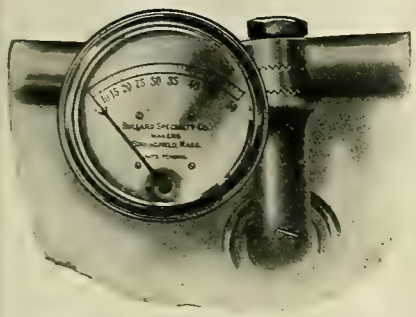
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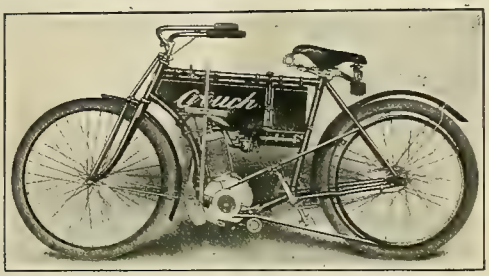
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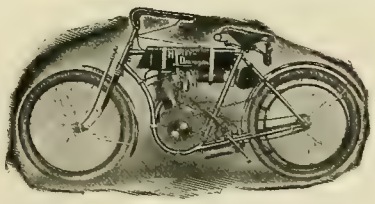
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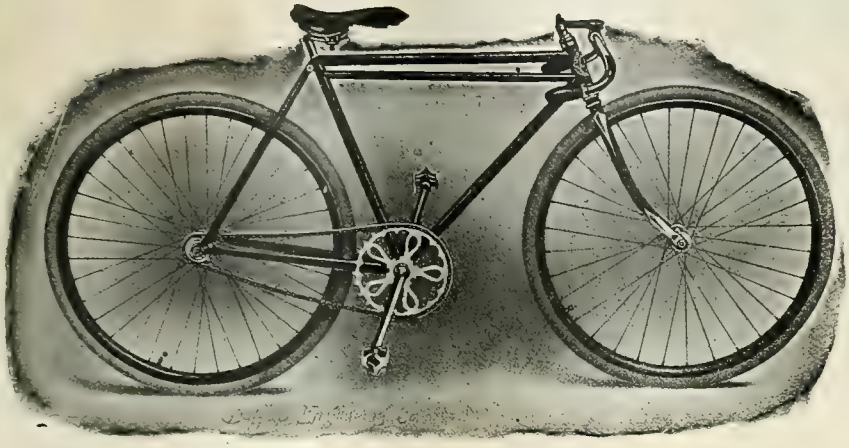


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Workmanship

Elegant Finish

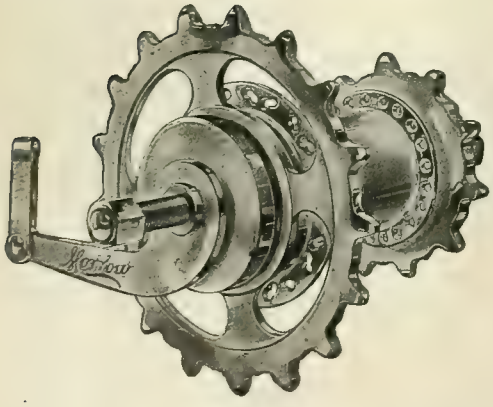
Best Material

Sold Everywhere

EMBLEM MFG. CO., - - ANGOLA, N. Y.

REPRESENTATIVES — BALLOU & WRIGHT, Portland, Ore., for Oregon and Washington. JOHN T. BILL & CO., Los Angeles, Cal., for California. MANUFACTURERS' SUPPLIES CO., Philadelphia, Pa., for Delaware, Maryland and South New Jersey. MEREDITH & GUTHRIE, 333 Main St., Salt Lake City, Utah, for Salt Lake City and Vicinity.

THE MORROW



For Chain-Drive Motorcycles

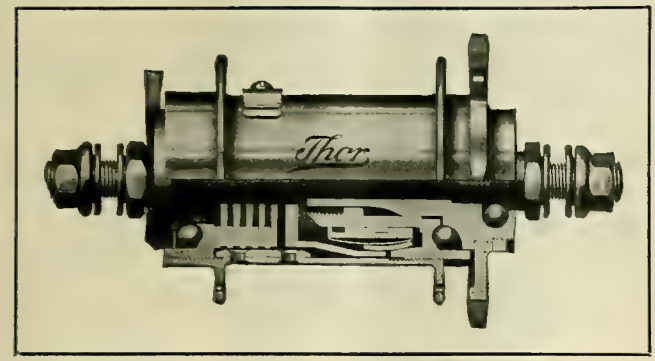
We claim the Morrow is the best Coaster Brake made but do not ask you to take our word for it. The goods will prove our claim if you give them a trial.

WHY DON'T YOU TRY?

Eclipse Machine Co., Elmira, N. Y.

The Thor Coaster Brake

Has Points of Merit Worthy of Consideration



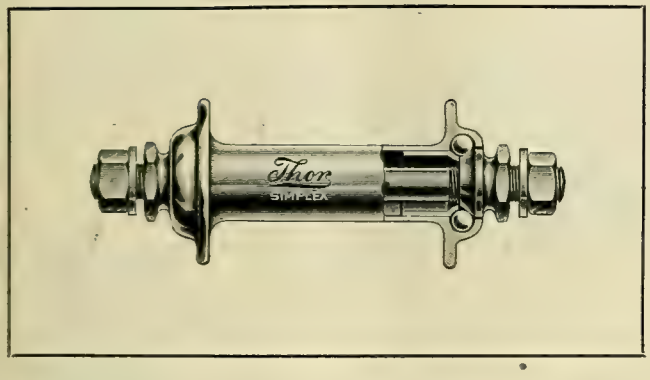
¶ In pedaling it is free from sliding friction.

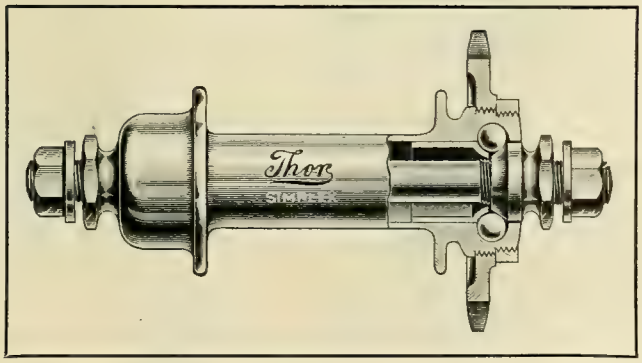
¶ A taper clutch binds driving mechanism in perfect alignment without interfering with bearing adjustment.

¶ The improved braking construction is by washer discs alternately keyed to the shaft. The full contact surface between these washers is 17 sq. in., hence, the Thor is unexcelled for efficiency and safety.

¶ Also remember that the workmanship and finish of all the cones, cups and all parts is Thor QUALITY, which, in itself, means a GUARANTEE OF SUPERIORITY.

Thor Simplex Hubs





¶ They have a one-piece barrel properly tempered and hardened by a special process.

¶ The ball race is ground. By this construction four cups and four washers are eliminated in each pair of hubs.

¶ On account of the one-piece construction of the shell the cones are larger in diameter and a greater number of balls are required for the bearing, thereby increasing the metal bearing surface about 50% over that of ordinary construction.

¶ The ball retainers will allow foreign material or broken balls that may get into the ball race, to drop out without injuring the bearings.

Bicycling is increasing every year. Manufacturers, Jobbers and Dealers should remember that nothing will promote this increasing business more than putting good material into their wheels.

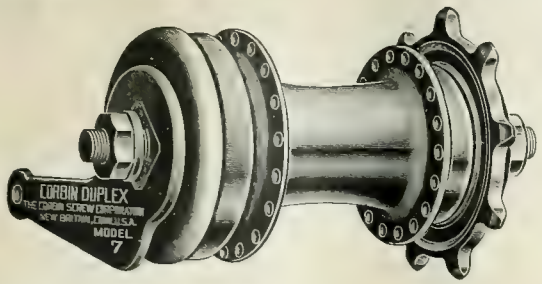
INVESTIGATE Thor PRODUCTS. WRITE TO US.

AURORA AUTOMATIC MACHINERY CO., Aurora, Illinois

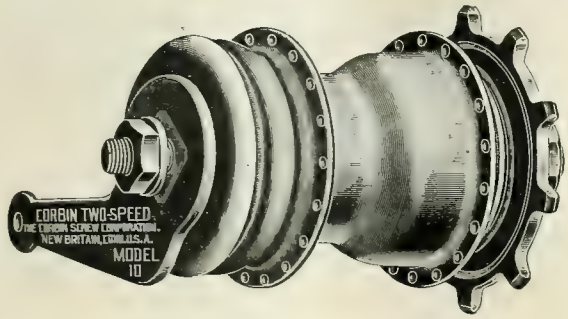
"The Call of the Road"

always means a

Call for the Corbin



REGULAR

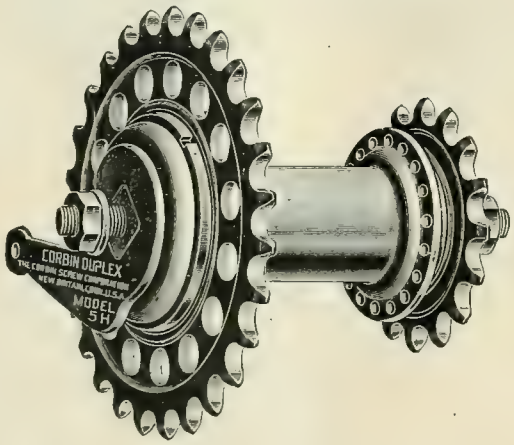


TWO-SPEED

It's the Coaster Brake that for many years has met the call and been found not wanting. It is a device that adds delight and value to any bicycle. And

The Name Corbin

is a Guarantee that it's right



MOTORCYCLE

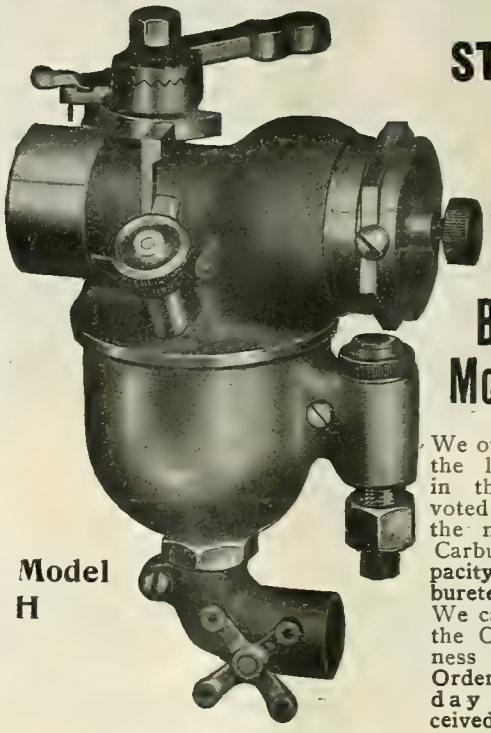
Fully 75 per cent. of the Coaster Brakes in use on Motorcycles are Corbins. That means something to the thinking man

WE MAKE FRONT HUBS TO MATCH

Be Safe! **Specify the Corbin**

Corbin Screw Corporation, New Britain, Conn.

THE SCHEBLER CARBURETER



Model H

STANDARD OF THE WORLD

Built for Motorcycles

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

WHEELER & SCHEBLER, Manufacturers

Factory, INDIANAPOLIS, IND.

SALES OFFICES
F. J. ALVIN, Mgr.
233-237 Randolph St., Chicago

NEW ENGLAND OFFICE
W. J. CONNELL, Mgr.
36 Columbus Ave., Boston, Mass.

EASTERN OFFICE—E. J. EDMOND, Mgr.
The Motor Mart, 62d St. & Broadway, New York

CANADIAN OFFICE:
JOHN MILLEN & SONS, Ltd., Montreal—Vancouver—Toronto.

LIST OF DISTRIBUTORS:

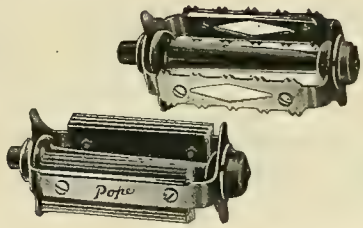
Excelsior Supply Co., 233 Randolph St., Chicago, Ill.
Beckley-Ralston Co., Chicago, Ill.
The Kelsey Co., 43-45 Niagara St., Buffalo, N. Y.
Chas. E. Miller, 824 Main St., Buffalo, N. Y.
National Electrical Supply Co., 1330 New York Ave., N. W., Washington, D. C.
Jos. Woodwell Co. 201 Wood St., cor. 2d Ave,, Pittsburg, Pa.
Chas. S. Smith & Co., 302 N. Broad St., Philadelphia, Pa.
Autolight & Motor Supply Co., 508 N. Broad St., Philadelphia, Pa.
Bay State Machine Co., Erie, Pa.
Wallace Bros., Norfolk, Va.
J. W. Lathrop & Co., Mystic, Conn.
G. D. Thorndike, Portland Pier, Portland, Me.
Jas. Bailey Co., Portland, Me.
Neustadt Auto & Supply Co., 3948-54 Olive St., St. Louis, Mo.
Kansas City Motor Car Co., Kansas City, Mo.
C. J. Smith & Co., 16 W. 4th St. St. Paul, Minn.,
Northern Electric Co., Minneapolis, Minn.
Angier Company, 735 Boylston St., Boston, Mass.
Auto Supply Co., 14 Columbus Ave., Boston, Mass.
Boston Cycle & Sundry Co., 48 Hanover St., Boston, Mass.
Gordon's Auto Supply Co., Elliott St., Boston, Mass.
Hub Auto Exchange, 141-145 Freeport St., Dorchester, Mass.
A. Baldwin & Co., cor. Camp and Common Sts., New Orleans, La.
Angier Company, 9-11 Dorrance St., Providence, R. I.
Waite Auto Supply Co., Providence, R. I.
Belcher & Loomis Hdw. Co., Providence, R. I.
Chanslor & Lyon Motor Supply Co., 542-6 Golden Gate Ave., San Francisco, Cal.
Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.
Powell Automobile Co., 2010 Farnum St., Omaha, Neb.
Archer, Coombs & Winters Co., Portland, Ore., 306 Oak St.
Monarch Machine Co., Des Moines, Iowa.
Union Supply Co., Toledo, Ohio.
Coughlin & Davis, 8th and Walnut Sts., Cincinnati, Ohio.
De Mooy Bros., 1831-37 55th St., Cleveland Ohio.
Chas. E. Miller, 406 Erie St., Cleveland, Ohio.
H. T. Hearsey Vehicle Co., 113-117 W. Market St., Indianapolis, Ind.
Milwaukee Auto Engine & Supply Co., 706-8 Winnebago St., Milwaukee, Wis.
Kilbourne & Clark Co., 307 First Ave., So., Seattle, Wash.
John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
Chas E. Miller, 227½ Jefferson Ave., Detroit, Mich.
Denver Auto Goods Co., Denver, Colo.
Page Engineering Co., 119-121 E. York St., Baltimore, Md.
Alexander-Elyea Co., 35 N. Pryor St. Atlanta, Ga.
Florida Gas Engine & Supply Co., Tampa, Fla.
Columbus Auto Supply Co., 342 So. High St., Columbus, Ohio.

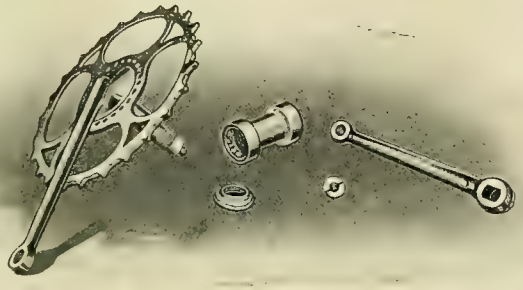
Cleveland Bicycles



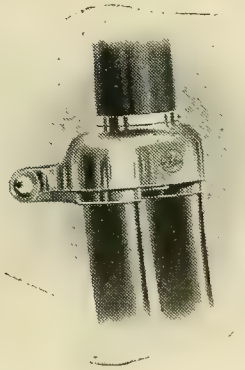
THE SWELL SPECIAL











THINK IT OVER!

There are more Pope High Grade Bicycles sold in this country than any other kind. This proves their popularity.

Practically all of the best racing men ride Pope Bicycles. This proves that Pope Bicycles are the strongest and most speedy, for if they are sufficiently strong and speedy for racing, they certainly have the same qualities for road work.

Cleveland Bicycles are easy running because of their correct design, the crank hanger construction, and their faultless bearings.

The sleeve in the crank hanger guarantees perfect alignment, one continuous ball seat, and absolutely perfect bearings.

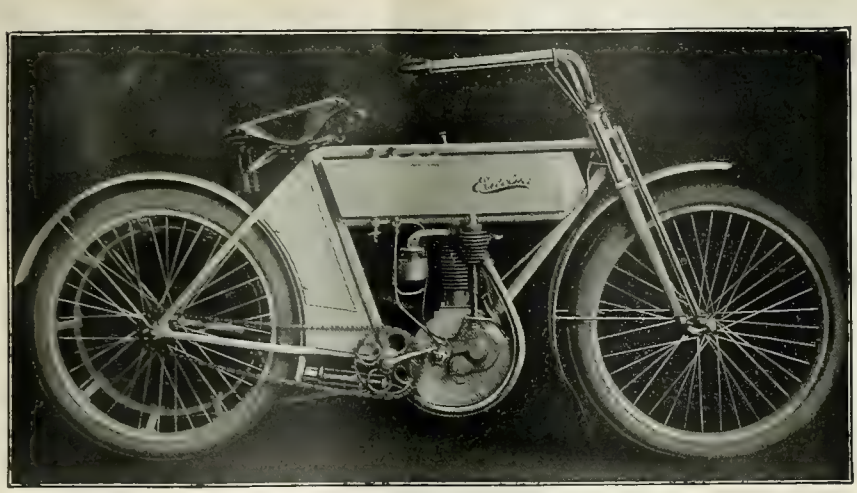
Then, too, the bearings of all Pope Bicycles, the same now as for thirty years, are made just right, not only of the correct shape and size, but the process of case-hardening, (used only in Pope Bicycles), insures cases and cones that have a hard and lasting wearing surface, and a tough and durable core.

These are the most important features; in fact, the life of a bicycle, and it is admitted the world over that Pope bearings have no equal.

Write for catalogue and further details.

We want a live dealer where we are not already represented.
Satisfactory service guaranteed in every department.

POPE MANUFACTURING CO., Hartford, Conn.



EXCELSIOR AUTO-CYCLE, $225.

Proof of the Pudding.

It is easy to claim the best, but the live buyer demands to be shown.

In the Langley Hill Climb at Danville, Ill., May 1st, an Excelsior, strictly stock machine, defeated one, two and four cylinder machines rated up to six horsepower, and made the fastest time of any stock machine. It is quality that counts—the

EXCELSIOR AUTO-CYCLE

has it, in design, material and workmanship, and proves it in actual performance.

Our new catalog contains much information of value to any one interested in motorcycles. Write for it to-day.

EXCELSIOR SUPPLY CO., 233, 235, 237 Randolph Street, Chicago



There are Reasons for the Popularity OF THE

NEW DEPARTURE COASTER BRAKE

Experience has shown it is impossible to make a better one.

Satisfied customers count for success. When a rider buys the New Departure he gets a Coaster Brake that he can depend upon absolutely.

And the dealer who sells it increases his reputation in a business building way.

Stock New Departures and Win

Write for details of new advertising plan.

NEW DEPARTURE MFG. CO.

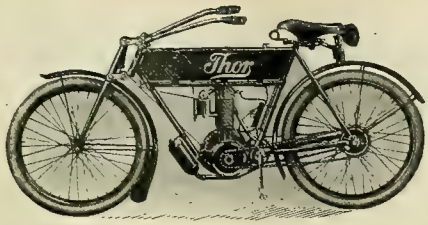
KING STREET, BRISTOL, CONN.

STOCK MACHINES

give the True Story, thus proving our repeated assertion

"The *Thor* is the Motorcycle of QUALITY"

At the Endurance Run from San Francisco to Gilroy May 3d, 1908, there were 24 starters, 3 of which were *Thor*s. Two *Thor*s made perfect scores and the other was penalized for coming in too early.



At the annual Hill Climb at Algonquin Hill under the auspices of the Chicago Motor Club, the *Thor* won three successive contests for stock machines under the Motor Club formula.

In both of the above events motorcycles of most other makes were entered.

FOR POWER, RELIABILITY AND ROADABILITY GET THE *Thor*

AGENTS WANTED FOR OPEN TERRITORY.

Aurora Automatic Machinery Co., Aurora, Ill.

PIERCE CYCLES
TRIED AND TRUE

For Prospective Purchasers

¶ If you are in doubt as to what wheel to ride this season—ask some friend who has a PIERCE "Tried and True" Bicycle to let you try it and you will be convinced.

¶ Riders of the PIERCE can feel assured that under them they have a mount that has the "stuff" in it—best materials and skilled workmanship.

¶ PIERCE Cycles are money-makers for good, live agents, and they can feel sure that their customer will have a Bicycle that is not only the easiest to propel but one that will stand up under all conditions, the satisfied customer in turn, will interest others, which will result in other sales.

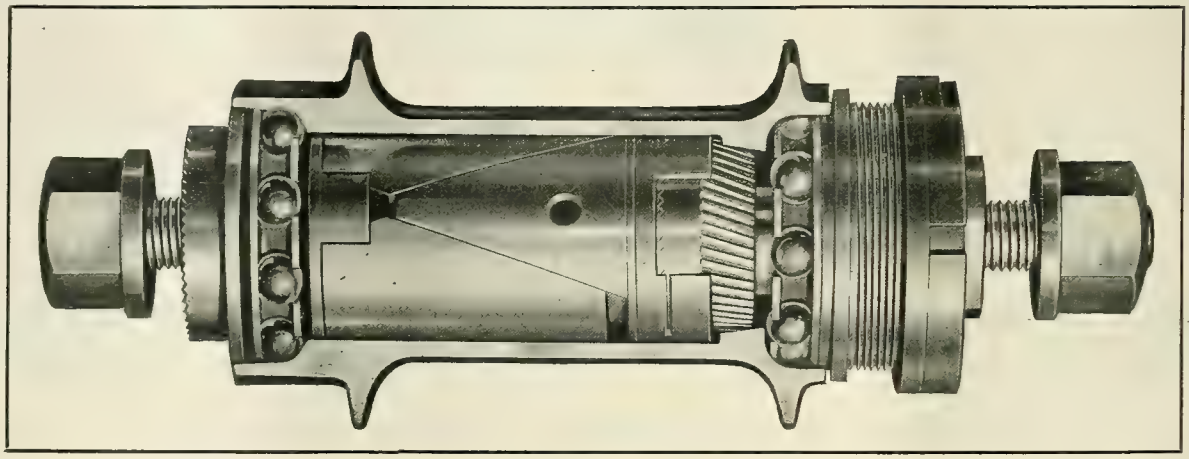
THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

AGENTS WANTED ALL OVER THE WORLD

REMARKABLY SIMPLE—SIMPLY REMARKABLE

THE MUSSELMAN Coaster and Brake



"THE ARMLESS WONDER"

It's the Newest
The Simplest The Lightest
The Smallest The Strongest
AND THE

BEST

Coaster Brake made, and the only one that does not require a side arm construction. Dealers everywhere are selling them like "hot cakes." Are you? Ask your jobber or write direct to us.

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, May 30, 1908 | No. 10

COURT AUTHORIZES POPE DIVIDEND

Old Chicago Claim Bobs up, but Without Effect—Lobdell's Offer for American Wood Rim Shares Accepted.

Vice-Chancellor Howell, sitting in the court at Newark, N. J., on Tuesday last granted the petition of the receivers for the Pope Mfg. Co., for authority to make a payment of 25 per cent. on approved claims, the aggregate to be paid out being $387,000. The payment, however, is to be deferred until the receivers shall have in hand $50,000 additional as proceeds of the sale of 1,465 shares of stock of the American Wood Rim Co., owned by the Pope company, which the vice-chancellor ordered to be made. The offer of $50,000 was made by E. J. Lobdell, the moving spirit in the bicycle wood rim pool, of which the American Wood Rim Co. is the foundation.

The payment of a 25 per cent. dividend was opposed by John J. Treacy, of Jersey City, on behalf of Louisa Unzicker and others, of Chicago, who put in a claim of upwards of $500,000 for breach of covenants of lease. It was averred in affidavits read by Mr. Treacy that his clients are the owners of premises which they had leased to the Pope concern for 25 years at an annual rental of $25,000, which lease still had 17 years to run when the receivers disaffirmed it. Mr. Treacy contended that should the court order the payment of $387,000 out of $402,000 available for the payment of claims, there would not remain enough to pay a proportionate share of the Unzickers' claim in the event of its allowance. The property in question was formerly the plant of the Western Wheel Works in Chicago, which the Pope Mfg. Co. acquired when it took over the remains of the American Bicycle Co.—the "bicycle trust," which failed so ingloriously.

Mr. Treacy suggested that the lease for the unexpired term of 17 years could be regarded as an asset of the Pope company subject to such disposition as the receivers might elect to make of it.

"We wont wander so far afield to-day," the vice-chancellor smilingly answered. Mr. Treacy thereupon suggested that the proposed dividend be made only 20 per cent., thus leaving a larger sum available for the Unzicker claim, should it be allowed.

To this the vice-chancellor made rejoinder that he would like to see the money in the hands of the receivers distributed as soon as possible among the creditors who held undisputed claims, adding:

"I haven't much idea that your claim of half a million dollars will be allowed in its entirety."

Sherrerd Depue, who appeared for the receivers, urged that the full 25 per cent. be paid, saying that there could be no question but that so much of the Unzicker claim as may be allowed also would be paid in due course.

Makers to Vote for Meeting Place.

The Cycle Parts and Accessories Association has taken the first step toward holding its annual mid-summer meeting, which occurring in conjunction with the Cycle Manufacturers Association's gathering, always proves the trade event of the year. President Crosby has instructed that a mail vote be taken in order to discover the sentiment of the members as to the most desirable place for the meeting.

Blankenheim Parts from the Torpedo.

C. Blankenheim, manager of the Hornecker Motor Mfg. Co., Geneseo, Ills., makers of the Torpedo motorcycles, has parted company from that concern. His disconnection is complete as he has disposed of his stock-holdings.

French Imports and Exports Increased.

For the first quarter of the current year France's exportation of bicycles developed a slight increase—from $244,200 to $252,200. Its imports also increased from $455,400 to $485,400.

MIAMI TO MAKE JOBBING MODELS

Middletown's Big Company Makes an Unexpected Move—Engages Mussleman to Manage New Department.

Henceforth the Miami Cycle & Mfg. Co., Middletown, Ohio, must be reckoned with in the market for jobbing bicycles. It just has become known that the company which made the Racycle famous has decided to build bicycles for the jobbing trade, a fact which doubtless will cause very general surprise, which will be greatly increased by the knowledge than none other than A. J. Mussleman will have charge of the department.

Mussleman, who for five years has been identified with the jobbing interests of the Pope Mfg. Co., has resigned the position and will take charge of the Miami jobbing department on June 1st. He is widely known and has an extensive acquaintance wherever jobbing bicycles are bought or sold, particularly in the western half of the country. He is active, likeable and has the business at his fingers' ends, and, therefore, readily should be able to establish the Miami's standard in the new field, especially as it is understood that the Miami company's jobbing bicycles will embody considerable novelty.

Mussleman, of course, is the same who originated the coaster brake which is being marketed by the big Middletown company, and it was the acquaintance thus formed that served to bring the man and the corporation together.

Business Brisk in Baltimore.

"Our business has been the very best we ever have enjoyed, despite the fact that business in general is reported slow," writes Howard A. French, the Baltimore dealer, capitalizing the words "very best."

"We have sold more bicycles than ever before, our sporting goods department

shows an increase and the motorcycle business is simply booming," he continues. "From the present indications we will triple our motorcycle sales of last year—and we then had no cause for complaint. We have sold every second-hand machine we had in stock and find it hard work to keep new Indian samples on the floor."

Two or three years ago French thought he saw a small fortune in the dress shoe business and the arrangement of his store permitting it, he took on a line of such footwear, conducting it as a separate department on which, however, he at all times had his eye. For a while everything was lovely, but the loveliness did not last. French, therefore, has cast out the shoes and as the result of an experience which cost him $3,000, he now advises dealers to "stick to the business they know."

Wilmot Pushing the Juveniles.

"Probably no one ever enjoyed bicycles more than children enjoy them now, and for this reason we this spring have made special effort to sell juvenile bicycles, and it has paid us," writes W. D. Wilmot, the Fall River (Mass.) veteran. "These children will remember how much pleasure they got from a bicycle that came from Wilmot's, and later on when they want sporting goods, or talking machines, or typewriters and other lines we sell, they will be pretty sure to come again.

"With the large number of side lines we carry, business has been better than could be expected when so much pessimism is rampant. It has been so good that I have added one salesman and one repairman, and am having a brick addition built in the rear of my store, with two stories and a basement. This is in anticipation of the good times that are sure to follow bad times, just as they have always done in the past. When it comes, it will probably come in a rush."

Ajax Brings Out Its Motorcycle Tire.

The Ajax-Grieb Rubber Co., of Trenton, N. J., and New York City, which has had a motorcycle tire "in the works" for some time, has produced its first samples. Not many of the tires will be made ready for this season's trade as it is the intention of the Ajax people to prove the tire by the severest road tests in various parts of the country before booking any large orders. This Ajax tire is of the clincher type and is of the wrapped tread construction which has found so much favor in the automobile trade.

France Evolves a "Dingy" Bicycle.

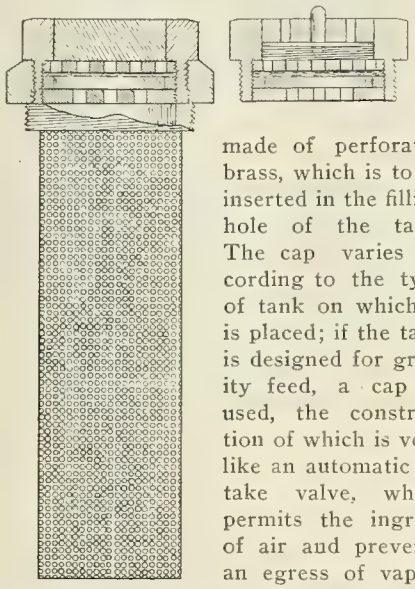
Bicycles appear to be growing in popularity as "tenders" to automobiles in France. The latest form of land "dingy," as it might be termed, is a revival of the old idea of the folding bicycle. It is jointed in some way, so that it can be separated into two parts for convenience in stowing in the "lazarette" of the car, or strapped to the running board.

SAFETY DEVICE WINS GOLD MEDAL

Anti-Explosion Attachment for the Gasolene Tank—Sensational Experiments in a Convincing Demonstration.

At the Engineers' Club, in New York City, on Monday last, a gold medal was awarded by the American Museum of Safety Devices and Industrial Hygiene to the invention of William H. McNutt, for a device designed to prevent the explosion of gasolene and one which holds great interest for motorcyclists.

As shown in the illustration, the device, which is a combined cap and fille tube, consists of nothing more or less than a screen



made of perforated brass, which is to be inserted in the filling hole of the tank. The cap varies according to the type of tank on which it is placed; if the tank is designed for gravity feed, a cap is used, the construction of which is very like an automatic intake valve, which permits the ingress of air and prevents an egress of vapor. For pressure tanks the valve principle is eliminated and the cap is solid. A feature of the caps, which is indispensible to the carrying out of the provisions for safety, is a fusible core, which as it is the weakest point in the tank, will blow out under an abnormal pressure; such a pressure as may be developed by the generation of gas due to the tank becoming over-heated. Each cap contains a perforated screen, and even when the gas from the tank is being emitted, a lighted match may be applied to the opening without causing either an explosion, or the ignition of the contents of the tank.

In a demonstration of the device made for a Bicycling World man, a metal covered table about five feet by four, was used. On the table were a half dozen cans of various sizes, each fitted with the perforated tube. The cans contained different quantities of gasolene, some were full, some half full, others had but little of the liquid, and one was empty, save for the few drops which may have remained from a previous demonstration. Gasolene was freely sprinkled over the table and a lighted match applied to it. The cans stood in the midst of the flames, uncorked. One can, which contained perhaps a half pint of the fluid, was tipped over; the gasolene ignited as it flowed out of the filler hole of the can, but no explosion occurred.

A can that was half filled was picked up and a portion of its contents poured into another can; the stream of gasolene ignited as it went from the one receptacle to another, but the flame stopped at the spout of the can from which the gasolene was being poured, and at the filler hole of the other. The gasolene entered the latter, but the flame could not pass through the perforated tube.

The demonstration was absolutely convincing. When once a can is equipped with the device there is nothing to fear from even the act of the servant who attempts to facilitate the morning fire by pouring oil from the kerosene can. The filler tube and cap are made in various sizes, and readily can be applied to any receptacle designed to contain liquids.

While the invention only recently has been placed on the market, it was patented in July of last year. Its suitability to the purpose is evidenced not simply by the fact of the award in question, which was made by the motor vehicle jury of the museum of Safety Devices, "for the most meritorious invention for safeguarding motor vehicles," but by the fact that it was recommended by the board of fire underwriters of New York after a series of exhaustive tests made more than a year ago. The whole value of the invention may be summed up by stating that neither heat or fire can cause an explosion of gasolene contained in a tank or receptacle fitted with this device, which is manufactured by the Non-Explosive Safety Naphtha Container Co., of New York.

Another of McNutt's inventions, which this company is making, is a device to be attached to or incorporated in the gasolene pipe between the tank and carburetter. In case of fire or intense heat attacking the motor, its flow of gasolene is automatically shut off by the breaking of a fuse wire which controls the action of a valve.

British Motorcycle Exports Increase.

Returns for the month of April disclose a decrease in importation and an increase in exportation of motor bicycles to and from the British market. According to the Board of Trade statistics, only 160 machines were imported during the month, as against 241 in April, 1907. The incomplete valuation including parts amounted to $116,415, as compared with $161,040 in 1907, and $162,805 in 1906. The number of motor bicycles imported during the first four months of this year and the two years previous were, respectively, 627, 744 and 805. The exports of the month amounted to 87 complete machines, as against 51 and 61 in 1907 and 1906, respectively. The total valuations, including parts, in the same order, were $88,835, $91,485 and $84,900. From January 1st to April 30th, this year, 271 complete machines were exported, as against 224 and 255 last year and the year before.

NEW MERKEL MODELS APPEAR

Twin Cylinder Equipped with New Type of Motor—Single Cylinder Semi-Racer with Special Features.

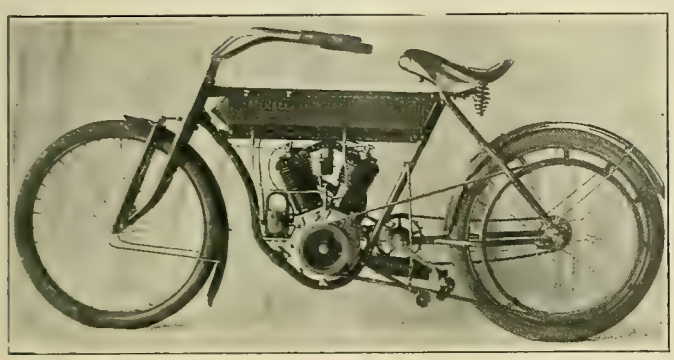
In addition to the twin-cylinder model, the first samples of which have been on the road for several weeks, it transpires that the Merkel Motor Co., Milwaukee, has designed a semi-racing machine. This was made known this week when the specifications of both models were made public. The announcement is accompanied by the further explanation that these are not midsummer models, but are the "real thing" for 1909, their early exhibition merely being in the nature of a foretaste of what next year will hold for the Merkel owner. For neither of the machines in question will be ready for delivery, except to a limited extent, for some time to come.

The motor with which the twin cylinder Merkel is equipped is of J. F. Merkel's design, with ball bearing crank shaft, and having cylinder dimensions of 37-16 by 3¼ inches. It is mounted centrally in the frame, the lower tube of which is offset slightly in order to clear the magneto, which is a regular portion of the equipment. The carburetter is mounted between the cylinders, and is fed through a short length of tubing from a point in the tank directly above. The transmission is, as at present, through 1½-inch, special water proof, flat belt, with automatic idler.

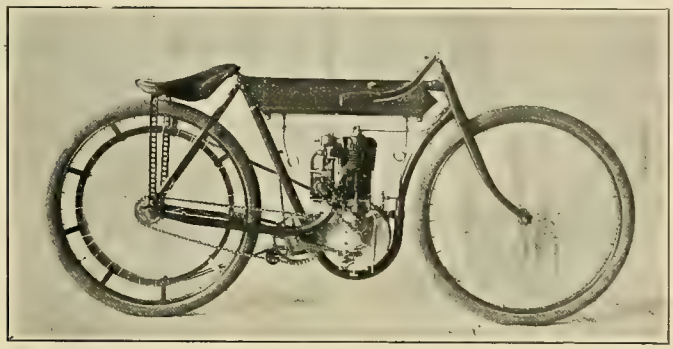
The Merkel spring frame and spring fork are included in the specifications, as is the leverless grip control. Steel rims, shod with 28 by 2½ inch G & J clincher tires, mounted on steel rims, are provided. The wheel base is 58 inches, or 3 inches longer than on the present single cylinder model, making, with the spring equipment, an extremely easy riding, as well as powerful and responsive machine.

The semi-racer model, which also is to be featured next year, has a single cylinder, vertical motor, of the same bore and stroke as the other, and, like it, is equipped with magneto ignition—the Bosch high-tension instrument being specified in each case. It has also a 20-inch frame, like the other, and similar attributes in the shape of grip control, 28-inch clincher tires with steel rims, and flat belt transmission. Special features are found in the short wheel base, which is but 47 inches, the extreme rear saddle position with the double saddle support both from the seat post mast and a pair of very light braces from the rear forks on either side, its special forks with extended sides, and its generally racy appearance.

The tanks of the two models are of the compartment type, cylindrical in form with torpedo fronts, and with capacities of 2 gallons and 2 quarts, in the twin type, and 3 and 2 quarts in the semi-racer. In the first mentioned type, the tank is supported between the two upper tube members, while in the second, it is suspended from the single upper tube. The weight of the twin machine is given as 165 pounds, and that of the semi-racer as 120. The former has a displacement of 60.32 cubic inches, and is rated at 7 horsepower; the semi-racer displaces 30.16 cubic inches and develops 4 horsepower.



7 HORSEPOWER TWIN CYLINDER MERKEL



4 HORSEPOWER SEMI-RACING MERKEL

Applying Magnetos to Twin Cylinders.

In attempting to adapt magneto ignition to machines of the twin cylinder type, even experienced motorcyclists are liable to come to grief over the connection of the high tension or plug wires. This difficulty is especially likely to arise when the Bosch magneto is being fitted because the maker in a spirit of helpfulness has numbered the terminals with the figures 1 and 2, respectively. This is not, as might naturally be supposed, in reference to the cylinders in regard to position in the machine, but in relation to firing sequence. No. 1 terminal goes to the rear cylinder; No. 2 terminal goes to the front one, instead of vice versa. If the terminals are crossed in making the connections, the result is that when the magneto is timed to fire the first cylinder correctly, the other will get its spark out of time and cannot be fired. An inference in this connection is that the magneto is intended for a motor having a different angle between the cylinders, or that it is intended for a twin vertical motor. If it be borne in mind that the connections from the distributor to the motor are the same with a magneto as with an ordinary commutator, no trouble will be experienced.

HEAVIER SPARK PLUG REQUIRED

Puzzling Loss of Power Traced to Magneto Ignition—Condition Met by Increased Insulation and Conducting Areas.

Motorcyclists who change from single to twin cylinder machines with magneto ignition often wonder why the new engine falls so much short of expected power. The condition usually proves a puzzling one, but lately the theory has been advanced, and investigation has proven it to be correct, that spark plugs which have been designed for use in connecion with battery ignition are not efficient for the "hotter" spark developed by the magneto.

When a magneto is running at high speed the heat from the current has a tendency to burn away the sparking points of the plug unless these are made of pure platinum. Obviously the burning away of the points increases the gap or space between them and thus increases the resistance offered to the electrical current. As electricity seeks the line of least resistance the increased gap has a tendency to cause the current to seek another channel, and with the plug used in connection with battery ignition the insulator is not adequate to contain the current, with the consequent result that current leaks develop.

To overcome these conditions several spark plug manufacturers now are making plugs specially for use on motorcycles equipped with a magneto. These plugs have heavier insulation and heavier sparking points than were found in the other plugs. Instances are known where a motorcycle, failing to give the power which experience had taught could be expected of it, was immediately brought up to the full development merely by inserting the heavier plugs in place of the lighter type.

Imports of petrol into Great Britain for the month of April, last amounted to only 1,941,550 gallons, as compared with 3,200,328 one year ago, for the corresponding period. For the four months ending April 31, the importation totalled 7,814,947, as against 9,658,383, for the first four months of last year.

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FOUNDED 1877

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NEW YORK, MAY 30, 1908.

Cycles for Commercial Purposes.

What possibilities of commercial usefulness exist in the bicycle and the motorcycle have been remarked frequently, and even dwelt upon at some length. Yet it is a fact that those to whom this feature should be of particular interest and benefit are slow in arousing to the personal application of the attributes of cycling in this particular respect. It is true that bicycles and motor bicycles and tricycles of both types are employed for purely commercial purpose to a considerable extent, and it is also true that where they are so employed, their use has been sustained without interruption from the very moment of their first going into service. But considering the actual number of cycles of all types and classes in present use, the proportion devoted to pleasure-giving purposes so far exceed those employed in more serious uses as to be worthy of both comment and protest.

Of the class of owners who use their bicycles, whether engine or pedal driven, both for business and pleasure, there is little to be said. The man who has become sufficiently familiar with his mount to comprehend and appreciate all its advantages may be relied upon to utilize them to the fullest possible advantage wherever and whenever opportunity presents itself. Yet oddly enough, there are many such riders who are in a position to employ cycle transportation in a more extended way, to whom it does not seem to occur that it would prove an economical investment. Business men who ride for their own personal gratification and occasionally in a business way, frequently could inprove the efficiency of the force in their employ, as well as expedite their own interests to no small degree by applying carrier tricycles for all forms of light delivery and either bicycles or motor bicycles for such work as requires the transportation of men from place to place with economy, certainty and despatch.

Cycling is cheaper than carfare, and carfare forms an item in every business, which mounts to astonishing proportions in the course of a year, if only it is reckoned separately and considered as an item by itself. Indeed, transportation, and time lost in transit involve a combined waste to the business world which is almost beyond calculation.

Dealers and manufacturers ought to see in the commercial possibilities of cycle construction an invaluable opening for solid and lasting business. Furthermore, they ought to work toward the development of that branch of the field as earnestly and consistently as they do toward the betterment of the trade in machines of the ordinary type. The world works more than it plays; the world regards its work more seriously than its play. And though it is willing to pay more dearly for the adjuncts of its sports than for the tools of its trades, the biggest and most reliable departments of industry are those devoted to utilitarian purposes.

Paris's Police and the Moral.

While New York still is crying for more policemen, and while Chicago never has had a bicycle squad connected with its police department, and while smaller cities and towns throughout the country have one or two "guardians of the peace" lounging around under the protecting shelter of the depot roof, it absolutely is incomprehensible why the heads of American police departments so steadfastly close their eyes to the instrument that will add so immensely to the efficiency of their service and to the safety of the public—the bicycle.

The subject is not a new one, nor is this the first or the second time that reference has been made to it in these columns. But when the partial or even entire solution of a serious police problem is so obvious and manifest, the need of continually calling attention to the possibilities of the bicycle in this connection cannot be understood. When the Prefect of Paris rules that no applicant shall be enrolled for duty in the outlying districts unless he is a practical cyclist, it is time for New York and other American cities to take notice.

Bicycle policemen, so called, are not new. But the utilization of the bicycle has been limited almost entirely to the care of traffic conditions, and valuable as the machine has been in this field, a vastly more important service may be obtained from it, in connection with ordinary patrol duty in suburban sections.

In Europe the police bicycle corps long has been recognized as an essential unit in safeguarding lives and property. Paris, perhaps, has made the greatest progress in this direction. From a squad consisting of but twelve men the force who patrol their posts on bicycles now amounts to over six hundred, with two hundred more soon to be added.

As the letter from a Paris correspondent, printed in another column, states, the duties of the bicycle squad in that city are more than to pay attention to automobile speeders; indeed but a small percentage are engaged in day work. The majority of the force are on duty at night, patrolling posts with neither bell or light to signify their presence. The usual tour of duty permits of about thirty miles of patrol, which is several times as much territory as even the conscientious foot officer would attempt to cover.

In the recent attempt of the New York police department to improve its suburban service, it sent emissaries abroad to study the question of police dogs in Belgium. The investigation resulted in the establishment of a dog squad for an outlying district. Without commenting on the wisdom of this innovation, it safely may be said that had the bicycle squad of the Paris police department received the same amount of consideration by the New York officials, the result would have been the extensive use of bicycles by patrolmen; and the advantages to the public would have been out of all proportion to the cost of the additional bicycles necessary to treble or quadruple the efficiency of a given number of men.

COMING EVENTS

May 28-30, Manasquan, N. J.—Manasquan Park Speedway Association's 48 hours amateur bicycle team race, and bicycle and motorcycle race meet.

May 29, 30, 31, St. Louis, Mo.—St. Louis Cycling Club's cross country run.

May 30, Seattle, Wash.—Motorcycle races at Meadows track.

May 30, Rochester, N. Y.—Lake View Motorcycle Club's motorcycle and automobile meet at Crittenden park.

May 30, Providence, R. I.—Providence Motorcycle Club's race meet at Narragansett park track; open.

May 30, Tonawanda, N. Y.—Eldredge Bicycle Club's handicap road race on Grand Island.

May 30, Buffalo, N. Y.—Buffalo Athletic Association's annual bicycle and motorcycle race meet at Kenilworth park track; open.

May 30, Gloucester City, N. J.—Bicycle races at Washington park; open.

May 30, New York City—New York Motorcycle Club's hill climbing contest up Fort George hill; open.

May 30, Aurora, Ill.—Aurora Motorcycle Club's race meet at Driving Park track.

May 30, Salt Lake City—Opening Salt Palace saucer and new Saltair saucer tracks.

May 30, Danville, Ill.—Motorcycle hill climb up Langley hill.

May 30, Salt Lake City—Annual 18 miles handicap road race; open.

May 30, Boston, Mass.—Race meet at Revere Beach saucer track.

May 30, Plainfield, N. J.—Plainfield Cycle Club's 10 miles handicap road race.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Millburn road race; open.

May 30, Toledo, Ohio—Twelve miles open bicycle road race and motorcycle road race.

May 30, Denver, Col.—Ten miles open handicap road race over Mountview boulevard.

May 30-31, Newark, N. J.—Double meet at Newark Velodrome.; open.

May 30-31, Los Angeles, Cal.—Los Angeles Motorcycle Club's endurance contest to San Diego and return.

May 30-31, New York City—Century Road Club of America's two-days' tour to Hackettstown, N. J., and return.

May 31, San Jose, Cal.—California Associated Cyclists' annual 100 miles relay team race.

May 31, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

June 6, Cleveland, Ohio—Cleveland Bicycle Dealers' Association's annual 15 miles handicap road race and bicycle and motorcycle race meet at Glenville track; open.

June 6, Pittsburg, Pa.—Motorcycle Club of Pittsburg's race meet at Schenley Park oval.

June 6-7, St. Louis, Mo—St. Louis Cycling Club's annual Pike county tour.

June 13, St. Louis, Mo.—St. Louis Cycling Club's 15 miles handicap Forest Park road race; open.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 4, Los Angeles—Opening meet on eight lap saucer track at Seals Garden park.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race; and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 45 miles handicap road race over Egg Harbor-Mays Landing course; open.

July 5, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

July 6, New York City—Start of F. A. M. Western District's touring contest.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

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NEW YORK, JULY 1, 2, 3, and 4, 1908.

Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

Plainfield Cyclists Orgonize a Club.

Interest in bicycling has been aroused in Plainfield, N. J., with the organization of the Plainfield Cycling Club, which started two weeks ago with a charter membership of 25 and which number has since been increased to more than 50 members. The officers of the club are: President, Jack Horner, Vice-president, N. I. Wiley; treasurer, Raymond Mantz; recording secretary, Eugene Caffrey; financial secretary, Albert Smyer; trustees, Sherman Haberle, Edward Bimble, Paul Otto, G. Harris, M. Smyer, Roy Adams, H. Cloverley; road officers, George Adams, captain; Roy Adams, first lieutenant; Harry Hook, second lieutenant; Oliver Ulmer, sergeant-at-arms; Emil Thompson, first road surgeon; Garry Ackerman, second road surgeon; Robert Frone, first color bearer; Harry Ward, second color bearer.

Utah Managers in Sharp Rivalry.

The latest news from Salt Lake is that John M. Chapman, manager of the new Saltair track, has signed Henry Mayer, the champion sprinter of Germany, for a match with "Rocket" Clarke, to take place about June 15th. Mayer is expected to leave France immediately. As he is also expected to ride at the Newark Velodrome just which track will get him seems problematical. It is stated that the purse in the match will be $1,000 to the winner and $500 to the loser. Chapman has put up $500 in prizes for his first meet, due to occur today (Decoration Day) and it is certain that he intends to give big money in Utah this season. There is $350 up for the meet today at the Salt Palace saucer and Harry Heagren announces that he will give $200 every week at the Glenwood saucer in Ogden. It is no wonder, therefore, that the bicycle riders in Zion are looking hopeful. The Salt Lake situation promises to be interesting. Chapman and Redman, the respective managers of the Saltair and the Salt Palace saucers, started out as friends but now they are at swords points, according to one of the Salt Lake riders. Redman says that any rider who competes at Saltair on the same date that he holds races will not be allowed to ride on the Salt Palace saucer, but Chapman says he is not worrying as he intends to give the big money, and he knows bicycle riders well enough to be reasonably sure that they will go where the most meal tickets are. The new track at Los Angeles, which will open on July 4th, is expected to attract some of the Salt Lake riders, so that it looks like all kinds of appearance money will be offered shortly. The western tracks expected to draw some riders from the East, but with several tracks in operation here it is not likely.

Segal Leads in C. R. C. A. Mileage.

Sylvain Segal leads in the century mileage competition of the Century Road Club Association for the four and one-half months ending May 15th. J. E. Fee is in second position and J. Bell is third. The position of the other mileage "fiends" is: 4, E. States; 5, L. Segal; 6, C. B. Ruch; 7, J. W. Johnston; 8, H. Heldman; 9, M. Benjamin; 10, P. C. Hope and J. A. Olson; 11, J. Baker; 12, Mrs. J. W. Johnston; 13, R. A. VanDyke; 14, Mrs. R. A. VanDyke; 15, W. F. Jacobs, and 16, A. E. Due.

WRAY FAILS AT PHILADELPHIA

Expected to Give Hard Battle to Kellogg and Goerke He Goes Wrong— Kellogg Does Mile in 1:00⅗.

Although it is not a world's record, the time made by Stanley T. Kellogg, of Bridgeport, Conn., in the first eastern track meet of the season, promoted by the Philadelphia Motorcycle Club at Point Breeze, Philadelphia, last Saturday, 23d inst., was a noteworthy feature of an unusually good meet. Up to last Saturday the fastest time for the one mile Point Breeze track—a dirt course—stood at 1:03⅘, made by Kellogg at the meet there last October. In the time trials to reduce this record Kellogg clipped three seconds from his former time, covering the mile in 1:00⅘, the fastest time ever made on that course by either motorcycle or automobile.

The track was in perfect condition, the weather all that could be desired, and the presence of about 2,000 spectators, large fields of competitors, fast times and exciting finishes, served to make the meet successful despite the fact that one of the stars did not shine. In fact, the shine was rubbed off him in every event in which he started. W. H. Wray, Jr., the Brooklyn scorcher, was expected to cause Father Penn to blink but despite that fact he never got beyond the "also ran" class.

Perhaps the principal event and the one that furnished the most excitement at times was the 25 miles open, which went to Walter Goerke, the young Brooklyn title and record holder and former flat floor rider. Goerke displayed good judgment and after the third mile was never headed, winning by 1¾ miles in the fast time of 29:52⅖. The record is 29:15 made by Goerke on the same track last October. There were 14 starters in the event and W. H. Wray, Brooklyn, took the lead and headed the procession for three miles. After Goerke got unwound it was all off with Brooklyn's cop-dodger. Kellogg and Goerke worked to advantage in this race pacing each other alternately. Kellogg stopped twice for gasolene and Goerke lost half a minute in the 23d mile for the same reason but he was far enough ahead for it to not make any difference. Kellogg, who rode an Indian, of course, as did Goerke, finished second and W. Bewley, Reading, Pa., on an R-S got third place. His running mate, T. Schultz, also on an R-S, was fifth. L. Steinhauser, 3½ Bradley, finished fifth and E. T. Banes, 3 Excelsior, was next. The fastest mile was the 11th, covered by Goerke in 1:07¼.

Kellogg and Goerke also used team work to advantage in the 10 miles for stock machines. As in the 25 miles race, Wray got off first but broke down after the fourth mile. Kellogg and Goerke then paced each other until the eighth mile when Goerke was put out of the running with a broken chain. There is some little misunderstanding as to who took up the fight with Kellogg after Goerke dropped out. The officials announced that Steinhauser did so but others maintain that it was T. Shultz, of Reading. The former at any rate was announced as second and Shultz as third but the decision has been protested by the Reading man.

The five miles novice produced the closest finish of the afternoon. E. T. Banes, Indian, took the lead in a field of ten but was passed after some very close riding at 2½ miles by Steinhauser, in which order they finished, with N. Smith, R-S, close up for third.

Kellogg captured the 10 miles Australian pursuit for machines of 30½ cubic inches piston displacement, twelve riders starting from equal distances around the mile oval. Wray was the first to be passed and C. Aquilor was the second to be counted out. Seven of the contestants remained in the race until the sixth mile and Klein dropped out in the seventh, leaving Kellogg, Steinhauser and Wicknick to finish in the order named.

E. T. Banes, on an Indian, led all the way in the club championship and won easily from N. Smith, R-S. The summaries:

Five mile novice, 30½ cubic inches piston displacement—Won by L. Steinhauser, 3½ horsepower Bradley; second, E. T. Banes, P. M. C., 3½ horsepower Indian; third, N. Smith, 3 horsepower Reading Standard. Time, 6:33⅗.

Ten miles, for stock machines—Won by S. T. Kellogg, Springfield, Mass., 4 horsepower Indian; second, L. Steinhauser, 3½ horsepower Bradley; third, T. Shultz, 3 horsepower R-S. Time, 12:23.

Australian pursuit race, 10-mile limit, 30½ cubic inches piston displacement, 12 starters—Won by S. T. Kellogg, 4 horsepower Indian; second, L. Steinhauser, 3½ horsepower Bradley; third, G. Aquilor, P. M. C., 3 horsepower Curtiss. Time of winner, 12:40⅗; second, 12:58.

25-mile open—Won by Walter Goerke, Brooklyn, N. Y., 5 horsepower Indian; second, S. T. Kellogg, 5 horsepower Indian; third, W. Bewley, 6 horsepower R-S; fourth, T. Shultz, 6 horsepower R-S; fifth, L. Steinhauser, 3½ horsepower Bradley; sixth, E. T. Banes, 13½ horsepower Excelsior. Time, 29:25⅖. Time by miles,1, 1:20⅗; 2, 2:28⅖; 3, 3:36⅖; 4, 4:46⅖; 5, 5:55⅘; 6, 7:00; 7, 8:20⅖; 8, 9:33⅖; 9, 10:43⅖; 10, 11:50⅘; 11, 12:58; 12, 14:06⅕; 13, 15:15⅗; 14, 16:24⅖; 15, 17:33⅖; 16, 18:32⅖; 17, 19:41⅕; 18, 20:49⅗; 19, 21:57⅕; 20, 23:05⅗; 21, 24:14⅗; 22, 26:11⅖; 23, 27:24⅕; 24, 28:32⅖; 25, 29:52⅖.

Five-mile club championship—Won by E. T. Banes, 7 horsepower Indian; second, N. Smith, 6 horsepower R-S; third, J. Rose, 6 horsepower R-S. Time, 6:04⅘.

Trials against track record of 1:03⅘, held by S. T. Kellogg, Springfield, Mass.: W. Goerke, 7 horsepower Indian, 1:04; S. T. Kellogg, 7 horsepower Indian, 1:00⅘; W. H. Wray, Jr., 7 horsepower Simplex, 1:09⅖; W. Bewley, 6 horsepower R-S, 1:11⅖.

Students of St. Luke's School, Wayne, Pa., have organized a motorcycle club with these officers: President, R. R. Huntley; vice-president, E. V. Armstrong; secretary-treasurer, L. M. Armstrong.

MORE FUN FOR THE F. A. M. MEET

Anticipated Settlement of Track Problem Aids Entertainment Fund—Economy Test Replaces Road Race.

"If any man takes in everything on that program, we'll have to provide an ambulance for him at the finish," was the remark of one of the executive committeemen of the F. A. M. 1908 Meet Club, at the meeting of the committee last Wednesday night.

At the time the remark was made it appeared that there had been removed the big stumbling block which has served to retard the announcement of the full program for the F. A. M. meet in New York, July 1st to 4th. This vexed problem—the matter of a safe and suitable track for the championship and other races—has been solved but there have been so many previous disappointments that until the contract is "signed, sealed and delivered," nothing can be said regarding it. It is safe to say, however, that when the selection of the track in view is announced, it will prove not the least of a series of surprises which are certain to make the meet memorable.

The negotiations for this track are such that when consumated, they will release several hundred dollars, which, in anticipation the directing heads of the Meet Club promptly transferred to the entertainment fund. It was the added features made possible by this transfer of money that induced the remark concerning the necessity for providing ambulances. There is no doubting the desire to provide a "high old time" possesses every man on the meet committees. For once, the racing man will not be even half of the "whole thing." He will have his inning on the afternoon of July 4th but on the preceeding three days he wont count for much, unless he knows how to partake of a good time away from the track.

Rail, boat and "rubber-neck wagons," to say nothing of motorcycles, all figure in the enlarged scheme of entertainment. The F. A. M. 1908 Meet Club exists solely for the promotion of this meet. It is not seeking to earn a profit or even to "get its money back. Every cent that has been raised—and the fund is by far the largest ever raised for the purposes of a meet—is being poured into the endeavor to assure four days that will be redlettered.

"Smile, damn you, smile," is one of the printed injunctions which already has been shown privately and which typifies the spirit that prevails. "Affinity licenses" constitute another printed document that is expected to assist the smiles. The tilting tournament at Roslyn, L. I., on July 2d, open to all save those entered in the race-meet—ladies not excepted—will make the smiles spread and the stag and "smoke-fest" that night—well, it is expected to

make even the frozenface family melt. Motorcyclists who own leather coats or leather breeches had best not wear them to the "doings" at Roslyn; as the wearing of leather clothing during July is not considered sufficient punishment, a special committee has been appointed to capture and burn such duds at the stake. As for the open muffler fiend, there is something coming to him, too. At Roslyn, there is one of the prettiest and most placid pools to be found on Long Island. If placid, it is, however, both wet and deep and a spring board is somewhat suggestive of a ducking stool! There was some talk of a "lynching committee' and its advocates have not yet wholly subsided.

The 50 miles road race which was among the possibilities has been wiped off the slate and a 50 miles economy test substituted. It will be held the morning of July 3d on the same 10 miles circuit which had been mapped out for the race, Roslyn being the starting and finishing point. It will be a genuine test, too. Not to mention smaller mounds, there are two hills on the course that are real hills and small spray nozzles and other ingeniuos artifices will serve no purpose. The hoped-for race was abandoned because of the delay and the attitude on the part of the county authoritites. They have Vanderbilt cup races on the brain and are fearful of consequences, and are so anxious to surround themselves with surety bond protection and other technicalities, that nearly two months have been frittered away without satisfactory result. The townspeople on the course readily signed the petitions but the supervisors' legal adviser drew things too fine.

Foreign Riders Who are Coming Over.

According to reports from abroad Emanuel Piard, a French sprinter of some note, is on his way to America to ride at the Newark Velodrome. Piard will be the first of several continental cracks to invade America. It is understood that Henri MMayer, the German champion, who has a fondness for odd stockings, has had a falling out with the European promoters and that he is making overtures to the Newark Velodrome management. Walter Rutt is expected over as soon as he finishes several engagements and a half-dozen or so lesser lights have been importuned to make the journey across the pond. Poulain and Friol also have been made propositions but thus far they have not replied, although an answer is expected shortly.

Denver Road Race Postponed Until Fall.

Because of the interference of an automobile road race, the 10 miles bicycle road race over the Mountview boulevard, Denver, which was scheduled for Decoration Day, has been postponed until Labor Day. The entries came in slower than was expected on account of the bad weather this month and the promoter, John Payment, thinks that a postponement will result in a bigger race all around.

STARTS ACROSS CONTINENT AT 67

Rugged Old Cyclist Begins Long and Adventurous Journey—Picturesque Events in His Career.

Major Edward A. Weed, who describes himself as the oldest cycle tourist in the world, left New York City Wednesday morning, 27th inst., on a touring trip that will carry him across the continent and more than that. Major Weed started for Boston and after riding in Massachusetts will go through New Hampshire and then turn about and make tracks to San Francisco. From the latter place he will go south to Los Angeles and later up the



MAJOR EDWARD A. WEED

Pacific coast to Portland, Ore. He is riding a Racycle pacemaker.

Major Weed is an interesting character. He was born in New Haven county, Connecticut, June 6, 1841, and after a public school and academic career enlisted with the Fourth Connecticut Infantry and served in the Civil war until he was taken a prisoner; he participated in 14 battles. After the war he served in many official positions, sheriff, marshal and United States detective, being among these until he went to California in 1874. There he taught school and owned six different papers in the State, until 1891, and was a prominent speaker at all political gatherings. In 1891-92 he had charge of a "boosting Oregon" traveling exhibit shown in 24 states.

Major Weed learned to ride a bicycle and he became so enthusiastic that he left awheel for Mexico, in 1896, his travel taking him through Oregon, California, Arizona, New Mexico, Texas and the Republic of Mexico. From that time until 1904 he covered 49,735 miles on a bicycle. Then the Major took a rest, but the old fever got into his system some time ago and the present trip is the outcome. It might be mentioned that while on his trip through Mexico, Major Weed "jumped" over to Cuba for a side trip, covering many miles.

He travels purely for love of travel and adventure, does Major Weed, and he has met with enough hair-breadth escapes to fill dozens of "penny dreadfuls." At nearly 70 years of age he is hale and hearty and as "hard as nails." He ascribes his splendid physical condition to the fact that he has never indulged in tobacco, liquor or dissipation and "can find enough words in the language to express himself without profanity." The present trip is being made solely upon his own responsibility. Whether he has an income or not the Major does not state but he does say that he helps pay expenses by writings, lectures and that sort of thing. At any rate he has time to devote to cycling and is enthusiastic about it. While in New York City he rolled off a century with some of the younger riders and was on hand at the finish.

Nearly 100 in Run of C. R. C. A.

Nearly 100 riders turned out for the annual spring century run of the Eastern Division of the Century Road Club Association last Sunday, 24th inst., the feature being that a new course was selected varying from the same old one usually used for 100 mile runs of the sort. The new route was from Bedford Rest, Brooklyn, to Coney Island and return, but from there to Jamaica, Jericho and Amityville, returning to Lynbrook for dinner. Before dinner 69 miles were covered so that the century pluggers were in no hurry to finish the noonday meal.

Daniel M. Adee, president of the association and of the National Cycling Association, paced the first division, and was assisted by H. Kunzler. R. A. VanDyke, secretary of the National Cycling Association and treasurer of the C. R. C. A., led the second division. His aides were J. W. Johnston and Percy Hope. The last division was in charge of Sylvain Segal, J. B. Hawkins and J. E. Fee. R. F. Kelsey, chairman of the N. C. A. Board of Control, expected to make the run but was kept at home because of the serious illness of his daughter. It is an interesting fact that the three leading officers of the controlling body are active riders, although such is not generally known. The three divisions came together at Jericho on the out trip, the last division taking the lead from that point on. The run back to Brooklyn was via Lynbrook, Freeport, Hempstead and Valley Stream. A majority of the starters finished in time to qualify for the silver medals that were offered to the survivors.

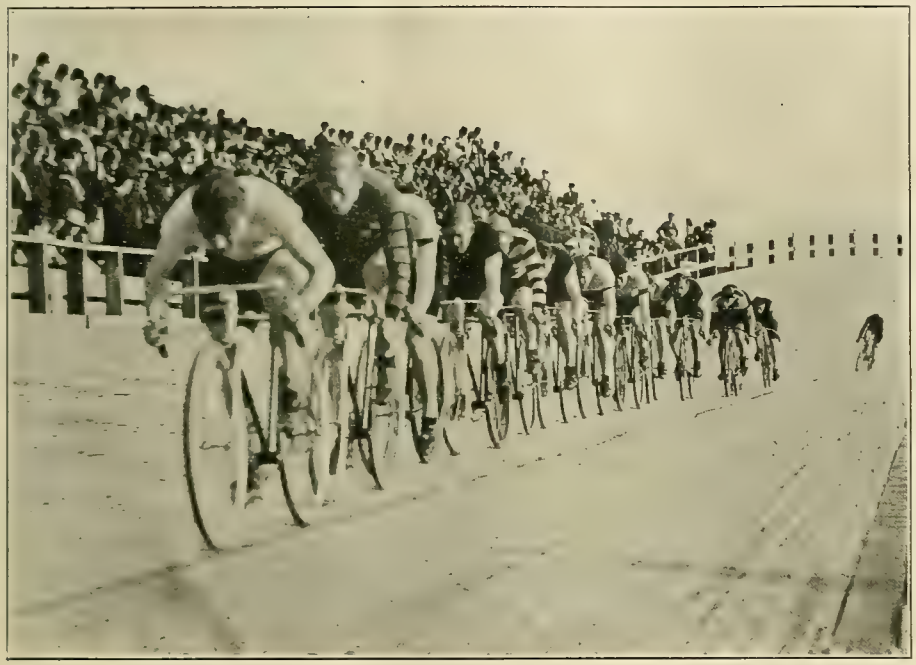
Carpenter Heads Carbondale Club.

The Carbondale (Pa.) Cycle Club has elected the following officers: President, S. F. Carpenter; vice-president, C. A. Stuart; secretary-treasurer, A. E. Waters; governors, H. H. Jadwin, Robert McMillan, Dr. L. G. Koenig, A. W. Patten and Albert E. Nicol; auditors, Edward B. Mills, George Morgan and H. H. Jadwin.

SURPRISES AT NEWARK VELODROME

Bardgett Trounces Kramer in Sensational Finish—Wiley Gives Fogler a Close Run—Hill a Rival for Cameron.

Walter A. Bardgett, who lives in Buffalo when he hasn't any other place to go, and who used to be "some pumpkins" as an amateur, by winning the Zimmerman Stakes at the Newark Velodrome last Sunday, 24th inst., showed that he is in no danger of being oslerized. The quiet Buffalonian surprised more than 7,000 spectators when he won the five miles open, named in honor of the greatest rider that ever straddled a bicycle. In a sensational finish Bardgett beat Joe Fogler by a wide margin, and euchred National Champion Frank L. Kramer out of any of the money. There have been many upsets in the calculations of the "fans" who have attended bygone meets at Vailsburg, but it is doubtful if there ever was more genuine surprise than on last Sunday. The fact that Kramer seems to be in grave danger of losing his laurels as sprint champion of America has been the means of stirring up more interest in Newark over bicycle racing than anything else could have done.



A PROCESSION IN THE FIVE MILES OPEN

It was a day of complete upsets. It is doubtful if Kramer was ever beaten more completely and more decisively than when he was trounced by Bardgett in the five miles open, and the "fans" saw Floyd Krebs, who had jumped into popularity the Sunday before by winning both "pro" races, almost completely smothered. They also saw George Wiley give Joe Fogler about as hard a fight as the Brooklyn landlord could stand, in the half mile handicap. These were not all of the surprises, by any means, for George Cameron, who has been tipped as the next amateur champion, flopped out on the miss-and-out race which was won by Fred Hill, the Boston amateur, who made his debut one to be talked of by sprinting for two laps, or one-third of a mile.

The five miles open for professionals, which was called the Zimmerman stakes, was easily the best race of the day. It was a case of riding hard from the start as all the little fellows were out for the lap money. Saxon Williams, who did not come to Newark via side-door Pullman as has been alleged, got enough of the laps to tide him over another week at the Bicycle Riders' boarding house, and J. T. Halligan, Halgin, or whatever it is, got $6 for leading that number of laps. Oliver Dorlon, familiarly and aptly known as the "bull kid," got four laps. The remainder were divided between Ashurst, Wiley, Schlee, Moran, Rupprecht and Fogler.

Moran rode to close the gaps and pleased the crowd by nailing the lap chasers when they tried to execute a French sneak. Twenty-one riders started, Anderson, the Dane, being among the missing. More than a week ago he suffered a misfortune while performing his morning ablutions and the accident may keep him from racing for several weeks. It was evident that Fogler had again teamed with Kramer, but when Moran cut out a heartrending pace in the 24th lap that continued all the way to the tape, many of the tired ones began to drop off. At two laps to go Fogler had Kramer well in tow and it looked like the champion for the big money. Coming into the homestretch, however, Kramer wavered a trifle and dropped Fogler's wheel for the fraction of a second. It was enough to spell defeat, for in an instant Bardgett had wriggled in on the pole and Kramer slowed—a beaten man. Bardgett went after Fogler like a streak and he trounced the former six day winner by a length and a half. Floyd Krebs got third money, and John Bedell fourth. Kramer finished about sixth, with the others trailing, excepting Moran, who did his stunt of falling just before the finish.

It was in the two miles handicap that Krebs found that there are other bicycle sprinters besides those raised on Springfield avenue, Newark, N. J., U. S. A. Rupprecht pulled Krebs in the first heat and the pair finished one, two without trouble. Wiley, Root and Bedell were the other qualifiers. Kramer started in the heat, but rode about 50 yards and sat up, it being announced that he had broken the crank of his bicycle. Fogler and Bardgett finished first and second in the second heat, the other places being taken by Ashurst, Moran and Dorlon, in order.

There were twelve men in the final with Moran on scratch. The Chelsea pace-follower and the men on the two marks ahead were bunched in short order and they went out after the long markers, all of them setting pace except Krebs, who chose to loaf. The field bunched at the mile, and at four laps to go the "Flying Dutchman' was well back on the pole with Wiley leading, John Bedell second, and Bardgett third. When the bunch reached the backstretch Krebs moved up on the inside second to Wiley and just below Bedell. At the same time Root started for the front with Fogler in tow. The fight was then on and as the riders rounded the last turn it was seen that Krebs was completely bottled up. Wiley still held to the pole and Fogler came alongside with Bedell and Root trailing. As Root started to drop back Krebs shot for the opening, but he was not quick enough, Bardgett saw the chance and he dove for it. Wiley, Fogler, Bardgett and Bedell crossed the tape abreast, Wiley giving the Brooklyn rider a hard fight for the money. Bardgett was third and Bedell fourth.

The amateur races were run rather peculiarly. In the third of a mile open there were seven trial heats with three to qualify in each for the semi-finals, of which there were three. All the first men in the trials rode in the first semi-finals, the second men in the trials in the second semi-final, and the third men in the trials in the third semi-final. It was a most unheard of procedure and manifestly unfair to the riders, who had worked hard to win first place in the trials, as five of them were therefore shut out of the final heat, while the second and third place finishers got a place in the final. Jimmy Zanes, who switches unmercifully, made his debut, following the lifting of his suspension, but did not have strength to fight it out. Hill, the crack Boston amateur, thought he had a good place in the semi-final when he hugged Cameron's rear wheel, but William Vanden Dries came along and nosed him out. In the final heat Vanden Dries fell and brought down Goerke. Cameron won easily from Devine, with a third-rater by the name of Jokus in third posi-

tion. It was the above-mentioned joke of running the semi-finals that put a rider like Jokus in the final heat.

The five miles miss-and-out race would have been an interesting contest had there been less spills. Because of this the field was reduced to four men at three miles and the miss and out part of it was lacking after that. The result was that it was uninteresting to see Hill, Wentz, Smith and Magin parade around lap after lap. At two laps from home Hill jumped and after that it was all over but the shouting as the Boston crack simply ran away from the other three, although he tired before the finish. Magin, who appeared to be helped by Smith, got second place, and his team mate third by inches from Weintz.

A. S. Owen, an unknown from New York, won the novice race. The summaries:

One-sixth mile novice—Won by A. S. Owens, New York; second, Joseph C. Miller, National T. V. W.; third, Fred Bothem, National T. V. W., Newark. Time, 0:22.

One third mile open, amateur—Won by George Cameron, Irish-American A. C.; second, Owen J. Devine, National A. C., Brooklyn; third, Ernest Jokus, Newark. Time, 0:41.

Five miles miss and out, amateur—Won by Fred Hill, Boston; second, Jacob Magin, National T. V. W.; third, Thomas Smith, National T. V. W.; fourth, Louis J. Weintz, New York A. C. Time, 12:49.

Two miles handicap, professional—Won by Joe Fogler, Brooklyn (30); second, George Wiley, Syracuse (150); third, Walter A. Bardgett, Buffalo (60); fourth, John Bedell, Lynbrook (60). Time, 4:06⅗.

Five miles open, professional—Won by Walter A. Bardgett, Buffalo; second, Joe Fogler, Brooklyn; third, Floyd Krebs, Newark; fourth, John Bedell. Time, 11:45.

Tandem Racing to be Revived.

After much suggestion by the Bicycling World the promoters of the Newark Velodrome have decided to give tandem racing a trial, the first race of the sort to take place Sunday, June 7th. There is an indescribable interest in a tandem race and the feature doubtless will come into vogue again. It is very popular in Europe and was as popular here some years ago. The first race will be decided in mile and half mile heats, the teams selected being Kramer and Moran, Fogler and Bardgett, Bedell and Krebs and Vanoni and Anderson. Vanoni, the Italian, is a crack tandem rider and as all the teams have been well selected an interesting race is looked for.

Night Races at Newark Velodrome.

Night racing will be ushered in for the season at the Newark Velodrome on Wednesday, June 10th, and thereafter a meet will be held every Wednesday night, in addition to Sunday afternoon, throughout the season. It is planned to make motor-paced racing one of the features of the week-day nights, the Sunday meets being confined to sprint racing.

BIG FIELD FOR CYCLING DERBY

Entries for the Irvington-Millburn Number 120—Conditions Indicating a Fast Race and Possible New Record.

With clear weather and a display of common sense by the scratch men, it is not unlikely that the record of 1:07:42 for the 25-miles Irvington-Millburn race will be relegated to the limbo of things has-been when that classic road event takes place on the hilly New Jersey course this morning, Decoration Day. It is likely for this reason: The first place prize this year is a Yale-California motorcycle, and the first time prize only an ordinary bicycle. In former years the first time prize has equalled in value the first place prize. It is understood that the scratch men will work together in the effort to cut down the seven minutes handicap and try for the first place prize as well, taking their individual chances in the sprint.

It can be done and the feat does not seem improbable when the unusually fast field of scratch men is taken into consideration. This includes such fast men as Hill, Vanden Dries, Zanes, Goerke, Mock, Droback, Tommy Smith, Wally Smith, Magin, Kluczek, Weintz, Devine, Wilcox and others. Because of the early season and the consequent good condition of the riders at this time a record-breaking race in every respect is looked for by the promoters, the Bay View Wheelmen, of Newark, N. J.

To-day's race will be the 20th annual and the sanction by the National Cycling Association guarantees a large field of riders. Yesterday 120 entries had been received and this number is expected to be augmented by a number of added starters. A large delegation of out-of-town aspirants is looked for as with two meets at Vailsburg, one this afternoon and one to-morrow (Sunday), the visitors will have a chance to take something besides a pair of toe-clips back to their respective homes.

The list of officials was announced this week, and of course Will R. Pitman, of the Boston Bicycle Club, will be the referee. The judges at the finish will be John Felts, president of the Bay View Wheelmen; Frank C. Cornish, Edward Bedford, Herbert Austin, Louis J. Wurth and Robert Wright, also of the Bay View Wheelmen; H. A. Gliesman and Charles Milkowaite, Tiger Wheelmen; and P. H. Lamphear, Brower Wheelmen.

As timers, have been named F. Leighton Blauvelt, Jack Coburn, Ernest Van Iderstine, Charles F. Caufield, W. J. Cox, A. G. Armstrong. Potter S. Rodgers, and August Wester, Gabriel J. Abinieste, better known as "Abby," will have his old position as clerk of the course and starter. The very important scorers at the finish will be William Ruoff, William Rein, Will Coburn, John Rein, Harry Critchett, A. E. Rhodes, Walter S. Raleigh, Harold E. Grupe, Chas. Braum and Frank L. Shipman.

The race is due to start at 10:30 this morning at a point midway between Irvington and Millbury, the riders going 2½ miles in either direction. They will cover this course five times to make the necessory 25 miles.

Point Ratings of Riders at Newark.

There has been a shift of positions in the standing of the professional riders competing at the Newark Velodrome since last week. At that time Floyd Krebs led with 14 points, with Kramer second and Fogler third. Fogler now stands at the top with 17 points, with Krebs one point below him and Bardgett in third position with 12 points. Because of his recent defeats National Champion Kramer has dropped to fourth position. Fogler is the big winner, leading with $171 for the three meets that have been held. Bardgett has won $121 so far and Krebs' winnings amount to $110. In the amateur class the winnings of the riders are expressed in dollars, although of course, merchandise is given. Cameron leads the "simon pures" with 18 points as against 11 points for Goerke.

Professional.

	Place					Winnings
	1st	2d	3d	4th	Pts	
Joe Fogler	2	2	0	1	17	$171
Floyd Krebs	2	1	1	1	16	110
Walter Bardgett	1	1	2	0	12	121
Frank L. Kramer	2	0	0	0	10	65
John Bedell	0	1	1	2	7	50
Geo. Wiley	0	1	1	0	5	47
N. M. Anderson	0	0	1	1	3	38
E. F. Root	0	1	0	0	3	30
Saxon Williams	0	0	0	0	0	21
Jas. F. Moran	0	0	0	0	0	16
J. T. Halligan	0	0	0	0	0	15
Benj. Hill	0	0	0	0	0	6
Marcel Dupuis	0	0	0	0	0	5
Alfred Ashurst	0	0	0	0	0	5
Nat Butler	0	0	0	0	0	4
Chas. Schlee	0	0	0	0	0	4
Oliver Dorlon	0	0	0	0	0	4
Ed. Rupprecht	0	0	0	0	0	1
Total						$713

Amateurs.

Geo. Cameron	3	1	0	0	18	$110
Oscar Goerke	1	2	0	0	11	70
Fred Hill	1	0	0	0	5	30
John Brennan	1	0	0	0	5	30
Owen J. Devine	0	1	0	0	3	20
Joe Novak	0	1	0	0	3	15
Jacob Magin	0	1	0	0	3	20
Ernest Jokus	0	0	1	0	2	10
J. B. Hawkins	0	0	1	0	2	10
M. VandenDries	0	0	1	0	2	10
A. R. Wilcox	0	0	1	0	2	10
F. W. Jones	0	0	1	0	2	10
Thos. Smith	0	0	1	0	2	10
M. Cahill	0	0	0	1	1	5
Total						$360

New World's Record for 1,000 Miles.

According to cable dispatches T. A. Fisher, a London rider, has broken the world's record for 1,000 miles on the road. Fisher finished the distance on May 22, having required 91 hours 1 minute to do the trick. This is about 12 hours better than the previous record.

FOR THE NEW YORK-CHICAGO TOUR

Regulations Which Will be Enforced—Big Trophy for Best Team Score—Day's Travel Decided Each Morning.

For the New York-Chicago touring contest, promoted by the F. A. M. Western District, the Chicago Examiner has offered a silver trophy valued at $400. It will be awarded to the club team or to the team of three riders designated by a manufacturer which makes the cleanest score. In addition, there will be gold and silver medals for the individual contestants, both private owners and riders engaged in the trade, who complete the contest with the fewest penalizations, while bronze medals will be given to all others who survive, regardless of their standing.

The regulations for the contest—to comport with the touring spirit they are not termed rules—have been definitely adopted. They show that the start from New York will be made on the date first proposed, July 6th, a day after the termination of the F. A. M. national meet in this city. It is planned to spend ten days on the road, but as of the 1,000 and odd miles between New York and Chicago, not a few are of the sort that rain converts into mud, no definite date for the finish of the tour has been set. For the same reason, each day's schedule and destination will not be announced until each respective morning, thus combining sense and spice in the undertaking. As a matter of fact, there will be no schedule, but simply a generous time limit, which will permit of real touring by those who desire to tour and not to engage in a road race. Penalties will be imposed on those who are not ready to start each morning at the appointed time, which also is a real touring party provision. For failure to live up to the time limit, penalties also will be imposed. There will be no initial basis of credit. The best score will be represented by a 0, signifying no penalizations. En route there will occur a hill climbing test and an economy test, which latter will require 80 miles of travel per gallon for single cylinder machines and 60 miles for "twins." No repairs will be permitted after "checking in" at night and no "ambulances" or repair wagons or repairers will be permitted to accompany any of the contestants. They must make any necessary replacement from their own outfit or purchase it en route, just as real tourists must do. The title of the refereee likewise fits the nature of the contest; he is designated tourmaster. The entry fee will be $25.

The tourmaster and the man responsible for the promotion of the big undertaking will be I. F. Alofsin, secretary of the F. A. M. Western District, and chairman of its touring committee. He has spent a deal of time and energy in bringing it to a head and has been promised sufficient support to make it appear worth while. Unless a period of continued rain should play hob with the roads, the contest should fairly bristle with interest and incident.

The regulations in full are as follows:

The first annual touring contest of the Western District of the Federation of American Motorcyclists, including the contest for the Examiner Trophy, will start from New York on July 6th, and end at Chicago, Ill., on or about July 16th, 1908.

1. It will be assumed that every entrant is familiar with the rules and by entering for the tour agrees to abide thereby, agrees to accept the official records, and authorizes the Western District of the Federation of American Motorcyclists to publish them in such manner as it shall determine.

2. Each entrant shall hold the Western District of the Federation of American Motorcyclists harmless and indemnify it against all loss or damage resulting directly or indirectly from, or growing out of the operation, management or control of the machine entered by him.

It is one of the conditions upon which entries of machines are accepted by the Western District of the Federation of American Motorcyclists that said Association shall not be responsible for any damage that may be done to any machine or its rider during the tour, nor for the theft of any machine or any of its accessories, the same being at all times subsequent to such entry, and until the close of the tour, at the risk in all respects of persons entering the same.

Qualifications.

1. Each entrant shall be a member of the Federation of American Motorcyclists.

2. Each entrant shall be an amateur as defined by the Federation of American Motorcyclists' rules. Said rules shall govern any points not covered by these regulations.

3. To be eligible to participate as a private owner, the entrant shall have owned absolutely the machine he enters to ride at least thirty days previous to the date of entry and shall not be in any way concerned with the manufacture or sale or repair of motorcycles or motor cars, nor have had such connection for at least three months previous to the time of entry.

Riders engaged in the trade shall be those entrants who are or have been within a period of three months, concerned with the manufacture, sale or repair of motorcycles or motor cars.

4. To be eligible to compete for the Examiner Trophy, (1) a team shall be composed of three (3) members of a club which has been formally organized for at least sixty (60) days and which has not less than fifteen (15) members in good standing on its roll; each team representative shall be a resident member, paying full dues, who shall have been elected to membership at regular meeting at least thirty (30) days previous to entry. Any club affiliated with the Federation of American Motorcyclists may have as many teams as it elects, only that team nominations must be made before the start. (2) A manufacturer's team shall be composed of three riders engaged in the trade, each team to be designated before the start.

Entries.

1. The time for receiving entries shall expire June 25th, 1908, at 12 o'clock noon, at the office of I. F. Alofsin, chairman of touring committee and tourmaster, at 146 Franklin street, Chicago, Ill. Each entry must be accompanied by the entrance fee—$25. Numbers for the tour will be issued in the order that entries are received.

2. Each entrant shall give all details asked for in the entry blank, and such additional information as the chairman may from time to time require.

3. The touring committee of the Western District of the Federation of American Motorcyclists reserves the right to refuse any entry.

Touring Conditions.

1. Machines must at all times during the tour carry mufflers, and mud guards; and be equipped as per manufacturer's catalogue specifications.

2. Each machine shall have its official number prominently displayed and if possible painted on both sides of the fuel tank, and each rider shall carry his number on a suitable arm-band to be supplied by the tourmaster at the time of the start.

3. No record of any previous performance, or sign or other indication of the maker's name, other than a nameplate or trade mark, shall be displayed on any machine during tour.

4. Each machine entered in competition for the Examiner Trophy or tour prize must be delivered into the custody of the tourmaster before ten o'clock of the morning of July 5th, 1908, for official examination to be held until the start.

5. The destination, route, distance and time limit of each day's run shall be announced in writing by the tourmaster each morning previous to the start, which uniformly will be made at 7 o'clock each morning, unless otherwise announced by the tourmaster. A document giving the details will be supplied to each participant each morning, and it shall be the duty of each participant to obtain such document and fully inform himself before his departure. Any competitor who does not depart at the appointed hour with his machine shall be penalized 5 points for the first fifteen (15) minutes or fraction thereof, and one point for every minute thereafter.

6. Any competitor arriving at any control more than five minutes past the time limit, shall be penalized one-half point per minute thereafter. Any competitor arriving more than thirty (30) minutes ahead of time shall be penalized ten (10) points.

7. No participant or participants shall be permitted to be accompanied by any assistant or assistants of any sort and shall employ only such replacements as may be personally carried or obtained from other participants or purchased in towns en route, except in case of tire trouble. Violation of this regulation will entail disqualficaton.

8. The act of being towed, pushed or carried, or otherwise covering any part of the route by other than one's own muscular power or the motor power of the machine on which the participant started shall entail disqualification.

9. During the progress of the tour, at such times and places as may be fixed by the tourmaster, and as are included in his written (or printed) instructions for the day, participants shall be subjected to a hill climbing and economy test.

(a) For the hill climbing test, participants shall stop at the appointed places and with a flying start shall separately make the ascent of the hill or hills. Times will not be taken, but failure to ascend the hill will incur a penalty of ten (10) points in the case of machines having more than one cylinder, and of five (5) points in the case of single cylinder machines. Recourse to pedalling in making an ascent will entail penalties of, respectively, seven (7) and two (2) points.

(b) On one day of the tour, selected by the tourmaster, each participant shall be supplied with a measured gallon of gasolene, with which those using single cylinder machines, shall be required to cover a distance of 80 miles, and those using multiple cylinder machines, 60 miles. Tanks and



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carburetter connections shall be sealed before starting and failure to cover the appointed distance or breakage of a seal shall incur a penalty of five (5) points.

10. (a) All repairs to a contestant's machine must be made within the entrant's own time.

(b) Immediately following the registration at each night control, each machine shall be delivered into the custody of the officials of the tour to be by them held at owner's risk, and kept under direct charge and supervision of such officials or their agents until the time for starting on the following morning, and no machine shall be available for tuning up, adjustments, filling with gasolene or oil, or for any other purpose, until after it shall have registered as starting on the next day's run. The tourmaster shall have the power, at all times, to make or order such examinations of the machines as may be deemed advisable.

11. Any machine whose rider shall be arrested for a violation of speed laws, or of any law or ordinance, may be disqualified.

12. Each entrant upon starting each day's run, must sign a statement submitted by an official of the tour, fixing the time of his departure, and a statement whether replacements of parts of the machine has been made. Failure to comply will result in disqualification.

13. All contestants shall be becomingly attired, and shall be permitted to display no advertising signs on their persons.

14. The tourmaster, who shall be clothed with the duties of a referee, shall have power to disqualify offensive participants in the tour and his interpretation of these regulations shall be final. He may appoint such assistants as he deems advisable, whose authority shall be respected accordingly.

Special Trials.

In the event of any tie existing at the close of the tour, it shall be within the power of the Federation of American Motorcyclists' Western District touring committee, to select and require of any participant or participants concerned in such tie to repeat any of the tests provided by the regulations until such tie or ties shall be broken.

Awards.

For the best aggregate score by a club or manufacturer's team of three (3) contestants, as designated before the start of the tour, the Examiner Trophy shall be awarded.

2. For the best score by a private owner for a single cylinder machine, there shall be awarded a gold medal. A silver medal will go to the next best score.

3. For the best score by a private owner of a multiple cylinder machine, there shall be awarded a gold medal. A silver medal shall go to the next best score.

4. For the best score made by a rider engaged in the trade of a single cylinder machine, there shall be awarded a gold medal. A silver medal shall go to the next best score.

5. For the best score by a rider engaged in the trade of a multiple cylinder machine shall be awarded a gold medal. A silver medal will be awarded to the next best score.

6. For all who complete the tour, unless a winner of some prize regardless of score, there shall be awarded a bronze medal.

Additional Information.

Entrants shall consult the bulletin board at headquarters each night for additional information. Failure to so do will be at their risk.

The touring committee will make hotel arrangements for the tourists, and the tourmaster particularly requests that no hotel reservations shall be made by individuals.

Entrants will be notified in due time of speed laws and regulations in different states through which the tour will pass, and also will be furnished with information regarding special licenses which shall be required in different states to permit passage.

The Minneapolis (Minn.) Motorcycle Club has been formed with the following officers: President, A. T. State; vice-president, S. H. De Long; secretary, A. D. Kelley. The office of treasurer will be filled later.



FIRST RUN OF THE GENESEE MOTORCYCLE CLUB, ROCHESTER, N. Y.

THE BICYCLE POLICE OF PARIS

Numbered by Hundreds and Night Patroling, not Scorcher Chasing, Their Chief Work—How They Operate.

Paris, May 15.—When M. Lépine, prefect of police, organized his first bicycle squad 1900, his idea was simply to utilize these mounted men for checking the tendency of automobile drivers to exceed the legal speed limit. He found, however—as several American cities where the experiment has been made have found since—that the utility of the cyclist policeman is by no means confined to traffic regulation. His initial dozen has gradually swelled to 626 for Paris alone, and he recently decided that the force of suburban wheelmen shall be increased by 200 units, and that no applicant shall be enrolled for service in the outskirts unless he is a practical cyclist. The mere fact that in 1907 the "affairs" in which the bicycle officers participated (arrests or simply measures of order), numbered 24,000, and that 98,000 similar services were rendered during the seven years since the creation of the force, speaks for itself.

Riding at high speeds to follow or overtake automobiles is nowadays the smallest portion of the cyclist policeman's duty in Paris. True, he is used in daytime to control traffic, and when anything special is afoot, he is usually to the fore. During the masons' strike, for instance, patrols were organized, and on the first of May (Labor Day), the 14th of July (National Fete Day) and similar occasions, numbers of cyclists may be seen acting in conjunction with the ordinary police. But the Parisian policeman awheel is most useful as a night patrol. Wet or fine, summer and winter, the tireless, noiseless "guardians of the peace" (as the Parisian terms his uniformed protectors) glide, unannounced by lamp or bell, invisible and inaudible, until close at hand, round the less frequented boulevards and streets of Paris and its outskirts. Two by two—your Paris policeman, afoot or awheel, is never alone after dark—they pedal slowly and steadily for five hours, with 15-minute rest intervals, covering a minimum of some thirty miles; and effectually replacing several ordinary policemen by the mere fact of their swifter progress. They are, of course, inspected and controlled on the same system as the foot-men.

The Parisian readily recognizes the bicycle patrolman by some slight modification in the form of the cap and cut of the coat, but to the stranger or foreigner the unmistakable emblem is the little bicycle embroidered in red on the sleeve. The cyclists do not, however, form a separate corps. They are simply ordinary policemen who "put in" three hours only on foot duty and five awheel every 24 hours (in place of the eight hours' pedestrian exercise required of their unmounted colleagues), and they only don their special dress when actually on cycle service. There is one "cycle company," it is true, in the French capital, but this is comprised of men of the Republican Guards—the "gendarmerie" of Paris—a special constabulary force which, while often acting in concert with the municipal force, is entirely distinct in its organization.

The cycles for the Republican Guard were all ordered in one lot from a St. Etienne firm of manufacturers, but no such uniformity of pattern or origin exists with regard to the police bicycles of Paris. Here each man owns his machine; he is simply allowed a couple of dollars monthly towards the expense of purchase and repair and, it is fair to add, usually keeps his wheel in a better looking state than many machines which do far less service.

Motorcycles for Military Service.

Motorcycle corps have become an established branch of the service in several European armies. While the value of the power bicycle in actual warfare has not been demonstrated, the service which the machines are capable of giving when carrying dispatch bearers is well known and for this purpose, if for no other, the development of the motorcycle corps is justified, as experience has proven.



ONE OF HOLLAND'S MOTORCYCLE SOLDIERS

The accompanying illustration depicts the uniform and equipment of the motorcycle soldiery of the Dutch army. From the American standpoint, one of the features of equipment, the lamp, is of particular interest. It is a Solar.

Why 31 Bicycles Brought but $15.

Fifteen dollars was the munificent sum realized by the city of Columbus, Ohio, recently on the sale of 31 bicycles and an assortment of spare parts. Secretary Guthris, of the chief of police's office, acted as salesman, and one James G. de Gruchy was the purchaser. Columbus's venture into the bicycle business was not an extremely remunerative one, to be sure, but as practically the entire proceeds of the sale were profit, the deal was not so unfavorable as might otherwise appear. The bicycles were derelicts, for which the police had been unable to find owners.

NO MOTORCYCLES AT READVILLE

Events Inspired by "Outlaws," Stricken from Program Following F. A. M. Protest—Action Saves "Outlaws," Too.

Neither the ready-made "New England championship" nor any other motorcycle event will be decided to-day at the race meet of the Bay State Automobile Association on the Readville (Mass.) track. The events that had been scheduled were not authorized or sanctioned by the Federation of American Motorcyclists and when the fact was called to the attention of the American Automobile Association, with which the F. A. M. is allied, that body acted promptly and the elimination of the motorcycle races from the program followed.

The F. A. M. courteously informed the A. A. A. that it was not possible to accept compromise on any point and that even if the events were retained and F. A. M. sanction obtained, the so-called championship would not be authorized and the entries of the "outlaws" and suspended ride rs,which had been accepted, must be rejected. The A. A. A. as courteously expressed itself in accord with these views and communicated with the Bay State officials. The latter did not hesitate to carry out the spirit and letter of the alliance, and expressed regret that lack of information regarding the full terms of the alliance had inadvertently led them into an undesirable position.

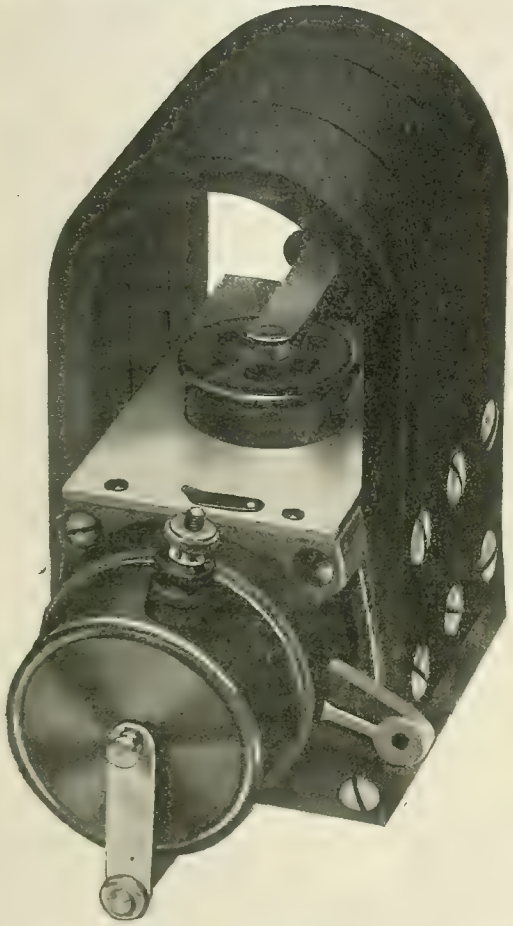
The events had been placed on the program at the solicitation of the handful of New England "outlaws" who "got mad and refused to play" when a referee made a decision against one of their number some two years ago. They since have raced against each other several times but the Bay State affair was the first time they obtained even an anticipated look-in at an open meet. It caused them to chuckle in their sleeves. But now they are much wiser than ever before. They have discovered the meaning of the word alliance, and also how swiftly alliances can be made to operate.

In a sense, the action of the F. A. M. saved the "outlaws" and two or three "innocents" from themselves. Among the disqualified riders entered was C. A. Libby, a professional pacemaker, who last season ceased to make pace when the F. A. M. pointed out to the National Cycling Association that his appearance on the track violated the alliance existing between the two bodies. Despite the fact that it was well known that Libby is a pro, he was entered to ride at Readville against Estes, Green, Marsh, "Lon" Hoyt and the few others who have raced against each other two or three times simply because they are not eligible to race against any one else. Had the Readville races not been eliminated the whole batch would have professionalized themselves by competing against Libby.

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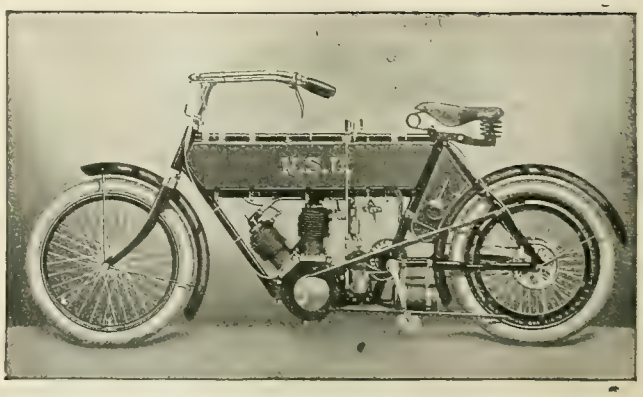
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PEDESTRIAN RIGHTS IN THE ROAD

Any Man May Walk Where He Will, Says English Court—Another Judge Advises Exercise of Caution.

"Pedestrians are not compelled to stick to the pavement. They have a right to walk in the road." This luminous remark is said to have emanated recently from the Recorder of the City of London. It was uttered in the course of his charge to a grand jury, though I must confess to complete ignorance as to what brought that particular jury together, or what were the attendant circumstances which necessitated the instruction referred to. In fact, the words hit my eye in the columns of a London daily, where they scintillated, without context or comment, among other sparkling gems grouped together under the heading, "Wisdom While You Wait," says Jock, in the Scottish Cyclist.

The "wisdom" presumably applied to the worthy Recorder, rather than to the privilege enjoyed by the pedestrian, which latter, I feel sure, none but a case-hardened, non-progressive, and bigoted pedestrian would attempt to justify. The words, indeed, convey nothing new to the mind, but they served to set me a thinking of the contrariness of human nature. Most of us who cycle on the public highway know only too well how splendidly the pedestrian, as a pedestrian, stands above the law of the highway. As the Recorder remarked, he has "a right" to walk in the road, and it is quite evident he is aware of the fact, for, undoubtedly, he exercises that right with a thoroughness and a perversity which can only be described as magnificent.

For myself, I do not think I have any great objection to the pedestrian walking where he pleases, so long as he provides reasonable facilities for me to be acquainted with his exact whereabouts as I approach him. When he foolishly persists in trudging after dark in the same direction as myself, and on the same side of the road, or perhaps in the middle thereof, I must admit that the lowly pedestrian does not appeal to my senses in a lovable light, or as a useful item in the sum of creation. I have at times felt, after suddenly and unexpectedly encountering the pedestrian by night, that a universal lights bill should include the pedestrian in its scope, and that he should be compelled to illuminate himself fore and aft like a motor car whenever he strays on to a country road during the hours of darkness.

I have said that the pedestrian is evidently fully aware of his rights, but I am afraid he is at times apt also to exaggerate them. A little while ago I came a terrific cropper over a weary gentleman, who was taking a rest—probably a well-earned rest—in the middle of the highway after dark. It was really a big thing in the cropper line, and the resting one seemed such surprised at my unexpected visit. Naturally, I shared his surprise, and when I had gathered together the scattered components of myself and cycle, I conveyed to him my honest opinion of him in a few well chosen sentences. I may say he, on his part, did his best to make the occasion one for a mutual exchange of views; but, as he suffered from a thickness of utterance, and had some difficulty in facing in one direction sufficiently long to give his remarks full force, I think the honors of the debate rested with myself. One fact, however, was evident—he regarded me as having trespassed on his "rights." I had disturbed his night's rest in a violent and unwarrantable manner, and he consequently spoke like one aggrieved. How I wished for the moment that I had been a motor car.



Happily one does not often find the pedestrian thus going to sleep in one's tracks. I don't know whether a dispenser of justice would contend that such formed part of the pedestrian's charter of rights and privileges; but had I killed the fellow I should probably have found that it did, and have suffered accordingly.

Another unpleasant characteristic of the pedestrian is his peripatetic love-making. This is hardly less objectionable than selecting the highway for a bed. It is most noticeable on the outskirts of the smaller towns, generally where the road is overhung by trees, and consequently dark. There, safely hidden from the vulgar gaze, fond couples will be found strolling in the middle of the road, blind and deaf to all around them. You come upon them suddenly in the darkest part of the road. A dark mass looms suddenly in your path without warning, you jam on the brakes with all your force, and, if lucky, you manage to miss them by an inch or two. If luck deserts you, you spoil their billing and cooing, and there is trouble all round. Now, I wonder if it is part of the pedestrian's "right" to select the middle of the highway to whisper in the ear of the other sex that oft told tale which never wearies in the telling. Entre nous, I may remark I am rather a sentimental sort of fellow. Nothing delights me more than a "tale of the love of a man for a maid, and the love of a maid for a man." I sigh and weep over their woes, and feel ecstatic joy when the villain is foiled in his wicked aims, my soul swelling with contentment when in the last chapter the lovers make it all up and live happily ever after. But you never read in the love stories that he and she carry on their love-making in the middle of the highway, when darkness reigns supreme, to the accompaniment of muttered objurgations, and possibly curses, from every cyclist and motorist who narrowly misses coming to grief against them. No, it is generally a shady woodland path—possibly at a stile, sometimes under the shadow of the old church, or to the "music of the millstream"; but wherever it is pitched, the scene chosen for these tender episodes is always a secluded one; and I am confident that were any story-teller to make his lovers select a busy and dusty highway for that business nine out of ten of his readers would very rightly throw down the book in disgust.

There has lately been an amiable old gentleman going around lecturing upon the art of love-making. I do not know whether he deals with the when and where of the game, but if he does not I hope he will read my views, and be led in consequence to give some wholesome advice.

That these pestilent pedestrians should have a right to amble uncontrolled where they like on a busy highway is a veritable anachronism in an age of fast travel. I am not sure that they ought to be allowed to use the roadway at all except for the purposes of crossing where a suitable footpath exists, as exist everywhere it should. On such paths the pedestrian is absolute lord. None other may trespass on that sacred domain. Perchance the road is up, or is newly laid, or is from other causes unridable; yet, let the poor cyclist travel thereon but a yard or two, and behold! a watchful guardian of the public safety stands before him with notebook armed and pencil ready to record the crime, with the name and address of the offender. The assumption, of course, is that the safety of the sacred pedestrian is endangered. But does the country pedestrian use the path provided for him? Not a bit of it. He prefers the open road, and the part of the highway he likes best is just that strip which the cyclist is most likely to select for his own track. Oblivious to motor cars, cyclists, and everything else, the pedestrian pursues his way as irresponsibly as if he were as free from the likelihood of interruptions of such kind as a wanderer in the Great Sahara.

I could extend the list of grievances against the pedestrian's exercise of his rights indefinitely, for his offenses against

common sense and reason are as numerous as the stars above him. I was glad to read some time ago of a school founded in France for teaching people how to walk about the streets. I have not heard much about it of late, but the idea seemed such an excellent one that I hope the school is flourishing and doing good work, more especially as I understand it proposed to give special attention to teaching pedestrians how to cross the road. There is room for several branches in this land. Who has not experienced the blundering idiot who, without the slightest warning, turns from the course upon which he was apparently intent until you reached him, and blunders straight into your wheel; or that other type of unregistered lunatic who comes with a hop, skip, and a jump down his front garden path and straight across the road without heeding or caring for his own safety or that of others? These are two of the commonest examples of pedestrian stupidity. Sometimes they result in the maiming or killing of a cyclist, sometimes it is the pedestrian who suffers. Whichever way it ends, if blame is held to attach to any one, it is Lombard street to a trousers button that it will not be the pedestrian.

The whole question of the pedestrian's "rights" needs considering afresh. Personally, I require convincing that he should be allowed to claim any rights on the highway at all. I regard him, in fact, as an anomaly at the present day in a land where wheels abound. On country roads he is in a hopeless minority, and whatever justification there may have been for giving him these almighty "rights" in the good old times, I fail to see that such justification can be urged to-day. The time seems ripe for urging rather the rights of the cyclist. Why tolerate the pedestrian at all? There is no excuse for a man going afoot nowadays when he can buy a bicycle by the simple expedient of going without one pot of beer per diem for several months. It seems obvious, therefore, that the pedestrian is not what he is by accident or force of circumstances, but by malice prepense; he consequently merits no consideration at all, and should be heavily taxed. If found straying off the footpath he should be fined for the first offense, imprisoned for the second, and if he persists thereafter in the practice he should expiate his offense by being hanged by the neck till he is dead.

Since writing the above I learn that a county court judge has just held that a certain pedestrian who was bowled over by a cyclist at night should "as a prudent man," have walked on the path instead of in the road. Wise judge! I can hear a hearty cheer go up from every night-traveling cyclist who reads those words. Hitherto the pedestrian has been spoiled by the petting and flattery of the law dispensers. He has developed a swelled head, and swaggered with impunity in his obstructive tactics on the highway. Does the dictum of the above wise judge presage a new era?

PERPLEXITIES OF THE NOVICE

Overlooking Little Derangements He Creates Big Difficulties—Some of the Typical Instances.

"The apparently insurmountable difficulties which beset the motorcycle novice," said the Experienced Motorcyclist, "often afford me a lot of quiet amusement. When a motorcyclist is taking his first few rides he constantly experiences a lot of trouble in getting his machine to operate as it should, yet after he becomes experienced it seems that the only thing which ever bothers is a punctured tire or, on rare occasions, a run down battery.

"For those of us who have had a lot of motorcycle experience, it is very hard to understand how the simplest and most apparent oversight on the part of the novice possibly can occur. An instance of what I mean, happened last night, and it is worth the relating.

"Shortly after dinner my 'phone rang and the voice on the other end of the wire I immediately recognized as that of a friend who had taken my advice and bought a motor bicycle. He told me that he had been studying the machine all afternoon, and had run it in the stand several times. He went on to say that after dark he had gone out on the road and kicked the pedals a couple of times and started away all right. He next told me that after riding around for a few minutes his machine misfired and then stopped. He assured me that he had examined everything thoroughly; that he had repeatedly tried to get the machine started, but not a thing could he do, so he had pedalled to the nearest telephone, about half a mile from where he had stranded, and wanted me to come down and see if I could fix him up.

"Although I was pretty comfortable where I was, I felt that I was more or less responsible for his becoming a motorcyclist, so I trotted out my own machine, and soon joined him. The first thing I did was to tickle the carburetter, but it wouldn't flood, then I shoved a stick in the tank and found plenty of gasolene. I spent, all together, just about one minute in finding that the pet cock in the gasolene pipe was turned off, and that was the whole trouble. To an old timer such an oversight is ludicrous. It probably does sometimes occur that some alleged funnyman plays what he thinks is an amusing trick by turning off the supply, but no one but a novice would suffer any inconvenience from a thing of that kind. You see my friend had gone a little distance on the gasolene contained in the carburetter, so he never supposed that there could be any trouble from that source."

"I think that all of us have experienced similar annoyances either with our own machine or found other riders 'held up' because of them," said another. "A few days ago I was riding along when I got a distress signal from a chap whose machine was resting against a tree. He told me a terrible hard luck story; he had been held up for a long time; couldn't find out what the trouble was, etc., etc. All that was the trouble with him was a fouled spark plug. I quickly found it, and more quickly cleaned it off."

"Yes," said the Experienced One, "it is funny how much trouble the simple disarrangements cause when your machine is new to you. Even a second hand machine is just as bad. But once you know your power plant you are ready for anything that may happen, and the result is that it is seldom that anything does happen unless it may be from an accident."

"A surprising thing to me," remarked one of the members who had not previously entered the discussion, "is the frequency with which we come into contact with motorcyclists who are not at all familiar with the names of some of the parts of their machines. Often you meet a man who doesn't know what is the secondary wire; he speaks of it always as the 'plug wire,' and the primary wire he calls the 'battery wire.' While these definitions are all right and aptly apply, a man should know, or should take pains to find out, the different terms so that when he reads an instruction book, or other literature pertaining to motorcycles, he will understand what is being written about. Only recently I spoke of the 'throttle' to a chap who didn't know that I meant what he called the 'high speed lever'."

"There's a story going the rounds," remarked the Youngster, "which treats of this same subject. Mr. Jackson, a colored gentleman, was engaged to Miss Jasamine Davis. One afternoon Mr. Jackson, without previous appointment, sauntered through the gate in front of Miss Davis's house, and after glancing in at the upper and lower windows of the little frame cottage and not seeing the face of his intended bride, nonchalantly wandered to the rear of the house where his prospective mother-in-law was engaged in doing the family wash.

"'Do you know anything of Miss Jasamine's whereabouts this afternoon, Miss Davis?' asked Jackson in well modulated tones.

"'Miss Jasamine's whereabouts, did you say, Mr. Jackson?'

"'Yes; Miss Jasamine's whereabouts," repeated the polite Jackson.

"The elderly colored lady plunged her hands in the tub for a few moments before replying. Then she said:

"'Well, Mr. Jackson, as to Miss Jasamine's whereabouts, they don't seem to be in the tub, so I guess she must have 'em on,' and with this icy rejoinder the good lady resumed her domestic duties. All of which misunderstanding would have been avoided if the mother had known what her caller was talking about," concluded the Youngster.

DODGING THE WIND AS A PASTIME

New Form of Road Sport Devised for the Cyclist—Practical Science Combined with Pleasure.

In Great Britain, where so often they take their pleasures seriously, they recently have discovered what is described as "a novel pastime," which is styled "dodging the wind." While indulgence in this mode of recreation, if such it is, will not commend itself to the bicyclist who wants "to get there and back," the game may appeal to those who wish to ride for the ride's sake rather than for the purpose of arriving at a definite destination.

To play the game, according to an English cycling publication, three things are necessary. First, a reliable weather cock or wind vane; second, a road map; third,

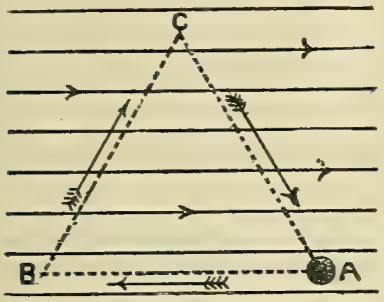


Fig. 1

a sheet of tracing paper the same size as the map, with parallel lines ruled one-quarter inch apart. With this apparatus at hand the pleasure may begin.

Observation of the wind vane tells the rider that the wind is, say from the west. Spread out the map and place over it the lined tracing paper, with the lines running in the direction of the wind. The wheelman will now be able to tell at a glance all roads which lead into the wind.

It will be found the better plan to ride out against the wind, but by taking a triangular course in the right direction, the rider gets the aid of the wind for two-thirds of the run. A glance at Fig. 1 will explain. Here the direction of the wind is indicated by the arrowed parallel lines. Starting at the point marked A, the run is out against the wind to B. From B to C and from C to A the rider has the assistance of the wind upon the shoulder.

It will be seen that if the breeze be exceptionally strong the run into the wind, could be shortened, leaving C the apex of an isoceles. The assistance of a really strong wind even when only just behind is very marked.

When considering the probable influence of the wind, not only must the general direction of the road be taken into account but also its many variations. A head shoulder wind is more bearable than one directly ahead. The character of a road may be such that its general direction ought to provide against shoulder opposition, yet in actual riding more of a head wind is met. Fig. 2 explains this. From A to B is a journey with the wind fairly well on the shoulder, if one could utilize some aerial conveyance and go as the crow flies. The winding of the road, however, provides a wind exactly head on for the greater part of the ride, and the

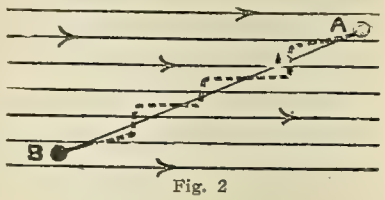


Fig. 2

shortness of the side tacks does not grant relief worth anything.

The discoverer of this new form of relaxation gives to it his commendation in these words:

"These examples will be sufficient to introduce many to the highly fascinating pastime of wind-dodging, and for genuine satisfaction nothing is equal to that which accrues from the sense of having eluded a semi-hurricane for four or five hours; not even the discovery that one has ridden for miles with a nail snugly implanted in his tire."

Cop's Motorcycle Aided the Burglar.

While a motorcycle policeman of the Philadelphia force was searching the interior of a house at Twenty-first and Sansom streets, one day late last week, the burglar of whom he was in quest ran out the front door and mounting the officer's machine, rode away, to be seen no more. The policeman, in company with a patrolman, learned that the house was being ransacked by a thief, and forthwith made all haste to capture him. While the patrolman watched the rear of the adjoining residences, the motorcycle man, whose name has been withheld from publication, entered by a side gate which he found open, and went into the house by the back way. Evidently the progress of the policeman and his companion had been watched by the burglar, for at about the time the cop was entering the rear door, the burglar was descending the front steps.

Motorcyclists for German Manoeuvres.

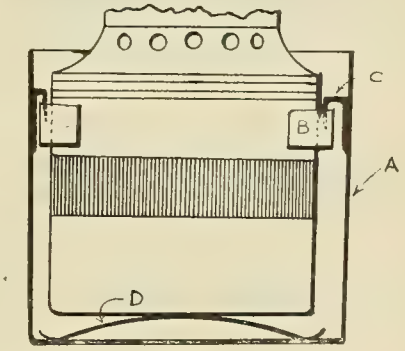
So successful was the service rendered by the 20 members of the German Motorcycle Association who took part in the German military manoeuvres last year that a greater number has been requisitioned for this year. The call issued by the War Office recently requires no less than 100 men. The demonstration is to take place in the Alsace.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

FOR ROADSIDE RELIEF OF THIRST

How Lamps May be Utilized for the Purpose—Rider Wants Lamp Makers to "Take Notice."

"Every tourist has had the experience of anticipating a cool drink from some sparkling spring, and then nearly be denied it simply because nature never intended man to sprawl down on his stomach and imbibe," writes the Missouri Kicker. "Being German and an experienced tourist, I do not wish to be understood as recommending a too free imbibing of water. Far from it. It is infinitely better to be led into the dim depths of some cave wherein various vintages are ripening, or else propose 'ein hoch auf' with a foaming mug in some wayside tavern.



"Unfortunately wine caves are few and far between, and the wayside tavern is soon to be wiped out. Our very personal liberty is about to be denied us in this ludicrously free country, and if the wheelman be not a 'milk sop,' he will soon have to get 'his fill' like the horses and cattle.

"In Missouri, the situation has already arrived at the serious stage, whereby our drinking privileges are stricken from us on the Sabbath. After great pondering over a convenient means of carrying a drinking cup, a brilliant idea suggested itself, as the drawing shows. A cup (A) constructed of thin spring brass, and of a diameter slightly larger than the carbide pot of the solar gas lamp, has on opposite sides near the top a hook (c), that engages in the slot formed by a properly bent piece of sheet brass (B), soldered on the carbide pot. A stiff spring (D) forces the hooks (c) downward into the slot (B) and prevents any rattling. Thus we have a light cup that forms a part of the lamp, is out of the way and is ever conveniently gotten at.

"Let our lamp makers heed this idea and thereby at least partially solve (for the touring cyclist) the 'drinking evil.' Let us at least have spring water until the time arrives when some saint will happen along and reform American morals to the point whereby they can once more exercise control over themselves, and hence make it safe to sanction the wayside tavern serving stimulating refreshments on Sundays.

THE TORPEDO

If you are still undecided as to which is the best and cheapest Motorcyle to buy, read the following testimonials and then you will perhaps select the Torpedo.

Milledgeville, Ga., May 5, 1908.

The Hornecker Motor Mfg. Co.,
Geneseo, Ill.

Gentlemen.—The Torpedo leads the city in motorcycles and I certainly showed the motorcycle riders a thing or two with it last Sunday. I left Milledgeville for Macon Sunday with six other makes of machines, two twin cylinders, one 3½ H. P., two 2¾ H. P., and one 2¼ H. P. The distance was 35 miles, and I beat the best of these machines into Macon by 30 minutes, and out of the six other machines, only one came back without a breakdown, and only two rode the machines back, and I pulled the 2¼ H. P. one the last 20 miles of the distance coming back on the Torpedo.

All the rest were sent back on the cars and a few more trips like that will make believers of the Torpedo. If I never sell any, it won't be because I didn't try.

Hoping to hear from you soon, I beg to remain,
Yours truly,
(Signed) B. V. CHAMBERS.

Chicago, Ill., May 25th, 1908.

The Hornecker Motor Mfg. Co.,
Geneseo, Ill.

Gentlemen—I purchased one of your 1908 Torpedo Motorcycles, $225, from your representative, Mr. G. Lyons, two weeks ago and I must say that I am more than pleased with it. Now for the virtues. I rode out to Libertyville yesterday and saw your Torpedo, same model as mine, belonging to Mr. Lyon, clean up the field, making several other makes of machines look like monkeys. Not satisfied with that, also trimming up two double cylinder machines, which is going some, naturally making the riders of the Torpedo feel highly elated. I must congratulate you on the courtesy of your representative here, namely, Mr. G. Lyon, on his consideration of your customers, and I predict a very bright future for your machine, as there is no doubt it is the best on the market. Three of my friends are going to purchase machines most likely this week of Mr. Lyon.

Wishing you great success, I am,
Very truly yours,
(Signed) W. E. SARVENT.

THE HORNECKER MOTOR MANUFACTURING CO., Geneseo, Ill., U. S. A.

WATCH THIS SPACE TWO WEEKS FROM THIS ISSUE

To Dealers:

The Motorcyclist is an enthusiast. Equipment that will make the machine do the smartest road work and give it the smartest appearance, is what he wants.

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Steel-Studded, Non-Skid
MOTORCYCLE TIRES

and other Pennsylvania types of motorcyle tires are the classiest—the speediest, strongest and safest built. There are no other tires like them, nor any that can compete in the preference of the motorcyclist.

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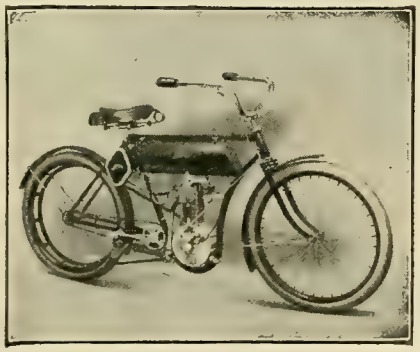
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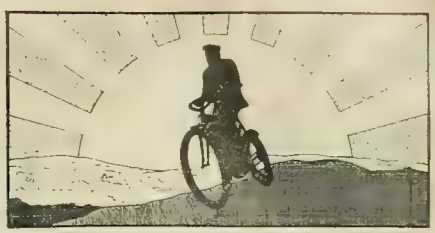
Fewer parts, but not a feature omitted necessary for CONVENIENCE, COMFORT or EFFICIENCY.

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Experts who have sold other machines now make the

LIGHT MOTORCYCLE

Their Exclusive Line

THERE IS A REASON

A Word from a Well-known Expert

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Gentlemen: The "Light" motorcycles are, without a doubt, the most comfortable riding, smoothest running and cleanest motorcycles I have ever sold. I have given numbers of old motorcyclists an opportunity to ride my samples and all were unanimous in voting the "Light" the best motorcycle built.

The fact that the older motorcyclists are selling their mounts and purchasing "Light" motorcycles is still greater proof that I am not only selling the best mechanically constructed machine, but the best seller.

Wishing you the success that your efforts deserve, I am,

Yours truly,
(Signed) GEO. B. PEIPER.
1201-3 Bedford Ave.,
Brooklyn, N. Y.

LIGHT MANUFACTURING AND FOUNDRY COMPANY
Fourth and Hanover Sts.
POTTSTOWN, PA.

Eastern Circuit Idea Developing.

A national circuit of bicycle tracks in the east does not seem at all impossible at this time. Jack Prince actually is building the eight lap track at Paterson, N. J., which will be known as the Stadium, and it is likely that P. T. Powers will open Madison Square Garden, in New York City, during the latter part of June. He told the Bicycling World man yesterday that he would meet the riders on Monday next and if they agreed to make blanket entries for the races he would build a track and in addition hold four circuit meets at Asbury Park, N. J. As this will mean considerable money to the riders it is not thought they will be foolish enough to quibble over contracts. Another track is in prospect for either Worcester or Springfield, Mass., and if the circuit becomes a reality there will be racing practically every day in the week.

Enright Wins 36 Miles Road Race.

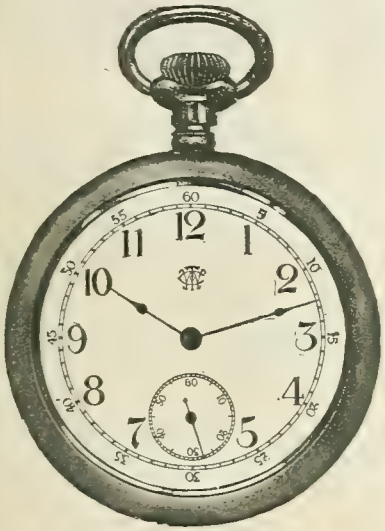
Robert Enright, of the Iroquois Athletic Club, won the 36 miles road race from Yonkers to Ossining, N. Y., and return, last Saturday afternoon, 23d inst. His time was 2 hours 29 minutes. The race was promoted by the Iroquois A. C. and it attracted 29 riders from Yonkers and nearby towns. Gold, silver and bronze medals were awarded to the first three to finish and the team prize, a silver cup, was won by the Iroquois club's riders, who made the best showing. The first twelve men to finish were in this order: Robert Enright, Iroquois Club; Roland Jones, Yonkers High School; Anton Klein, Young Men's Christian Association; Sanford Trayer, Charles Sugden, Julian Fish, Roger Taylor, D. Chamberlain, P. Haynes, Harry Bracken, Thomas P. Quancy, Howard McLaughlin.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

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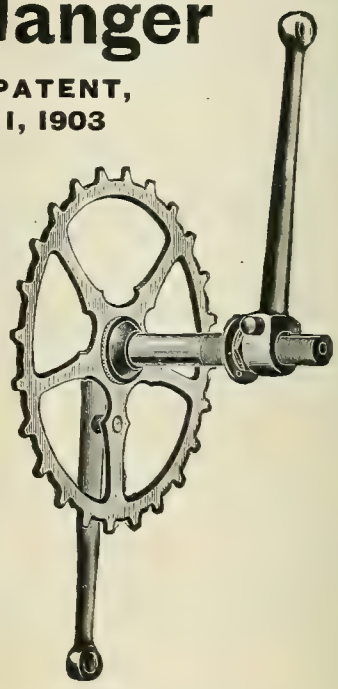
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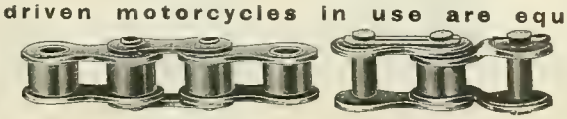
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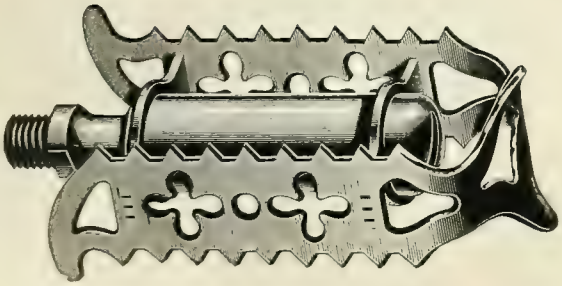
are good in looks, better in speed and easy-running qualities, and best in staunchness and reliability. Money-makers to the agents; satisfactory to the purchaser.

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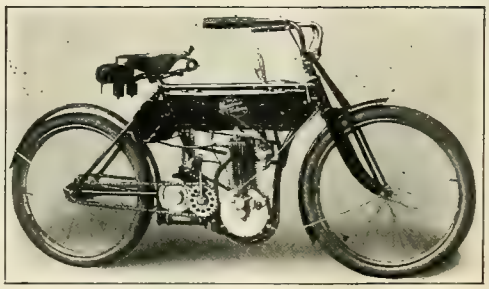
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Bearings made of special steel, oil tempered and toughened. Best quality 5-32 inch balls. Finish nickel over copper. Write us.

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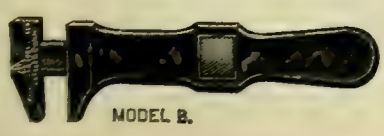
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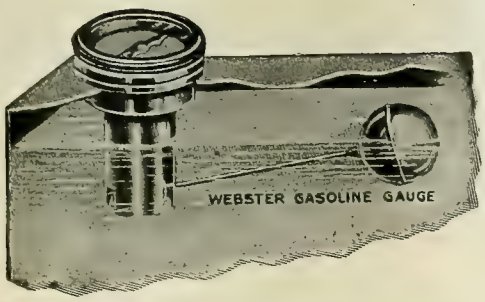
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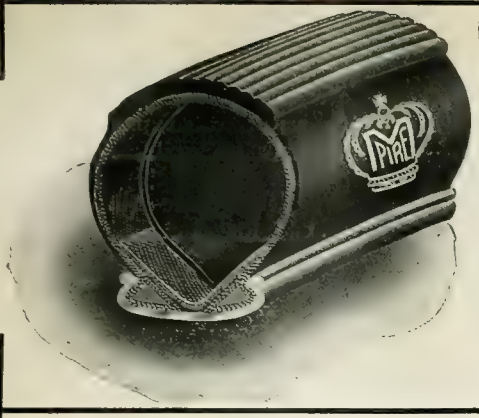
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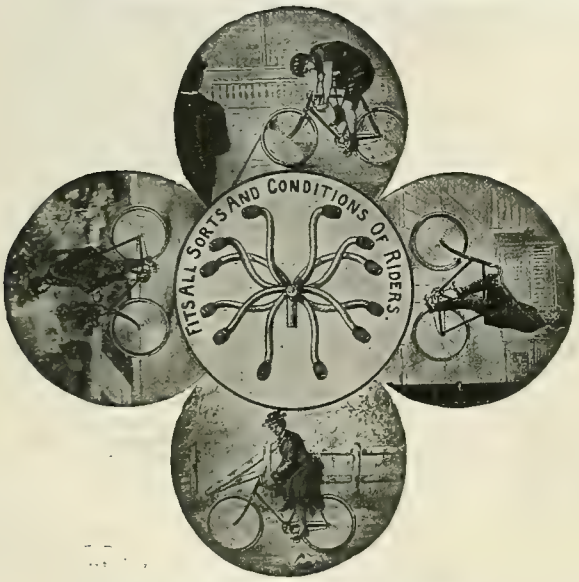
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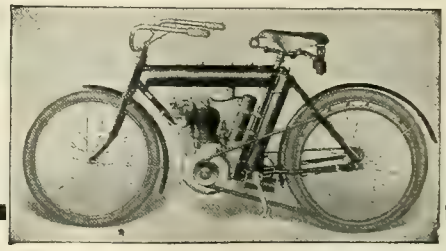
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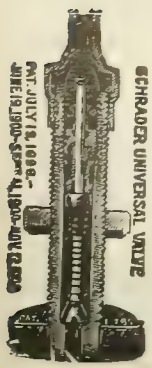
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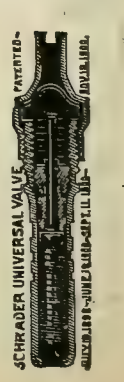
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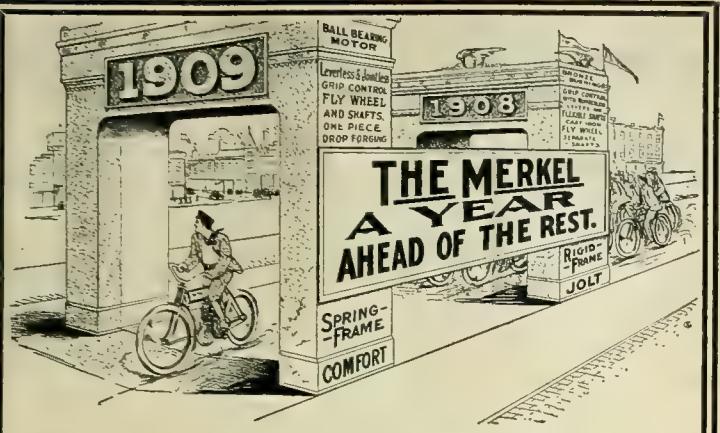
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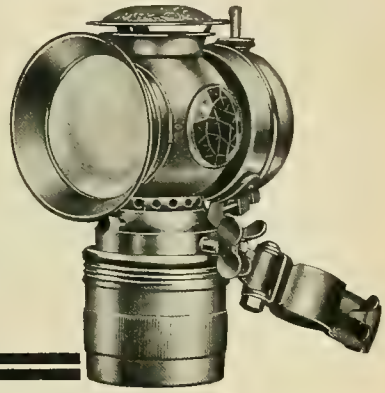
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FOR SALE—Lot of good second-hand bicycles; men's, boys' and girls'; all styles and makes; also tandems and triplets, cheap; list free. McDOUGALD, 357 N. State St., Chicago, Ill.

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MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

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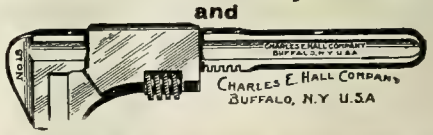
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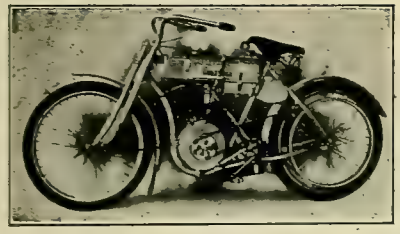
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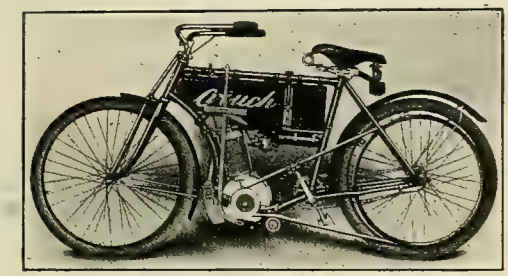
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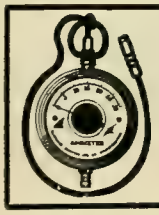
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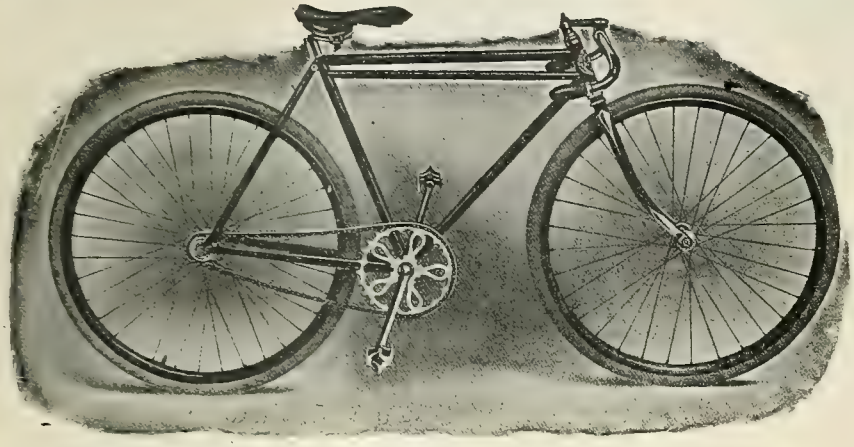


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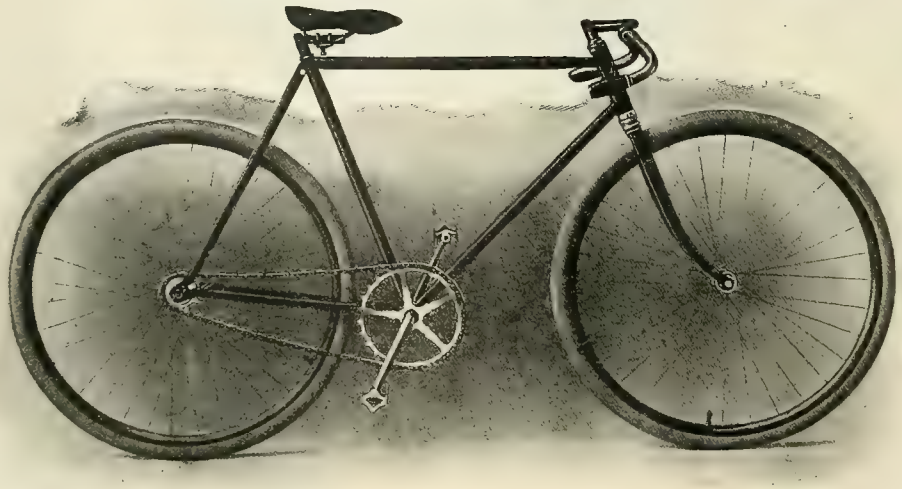
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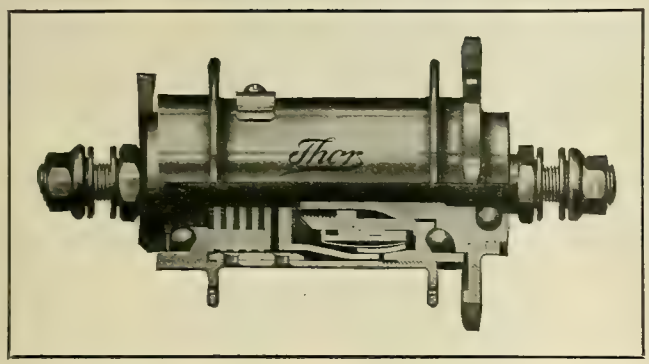
Fauber Single-Piece Hangers are too well known to talk about.

This is their home address.

GREAT WESTERN MFG. CO., LA PORTE, IND.

The Thor Coaster Brake

Has Points of Merit Worthy of Consideration



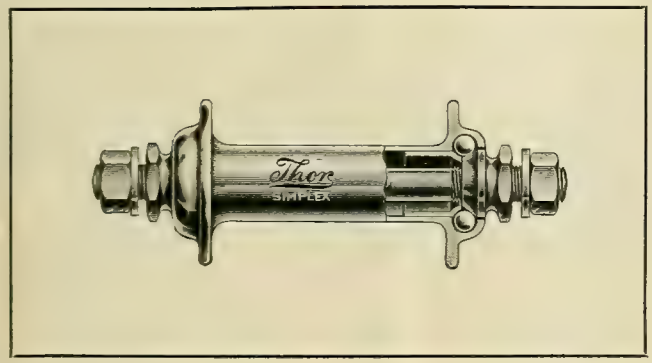
¶ In pedaling it is free from sliding friction.

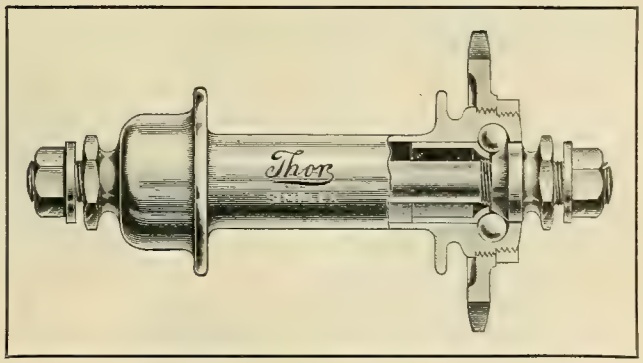
¶ A taper clutch binds driving mechanism in perfect alignment without interfering with bearing adjustment.

¶ The improved braking construction is by washer discs alternately keyed to the shaft. The full contact surface between these washers is 17 sq. in., hence, the Thor is unexcelled for efficiency and safety.

¶ Also remember that the workmanship and finish of all the cones, cups and all parts is Thor QUALITY, which, in itself, means a GUARANTEE OF SUPERIORITY.

Thor Simplex Hubs





¶ They have a one-piece barrel properly tempered and hardened by a special process.

¶ The ball race is ground. By this construction four cups and four washers are eliminated in each pair of hubs.

¶ On account of the one-piece construction of the shell the cones are larger in diameter and a greater number of balls are required for the bearing, thereby increasing the metal bearing surface about 50% over that of ordinary construction.

¶ The ball retainers will allow foreign material or broken balls that may get into the ball race, to drop out without injuring the bearings.

Bicycling is increasing every year. Manufacturers, Jobbers and Dealers should remember that nothing will promote this increasing business more than putting good material into their wheels.

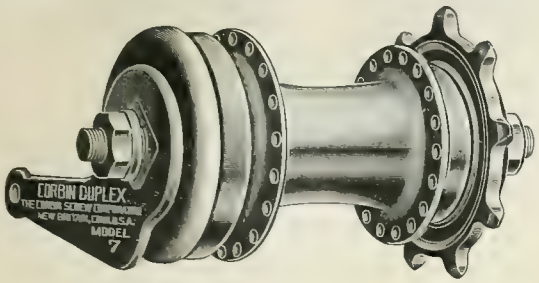
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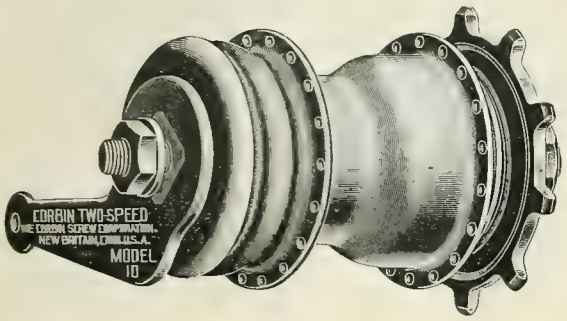
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always means a

Call for the Corbin



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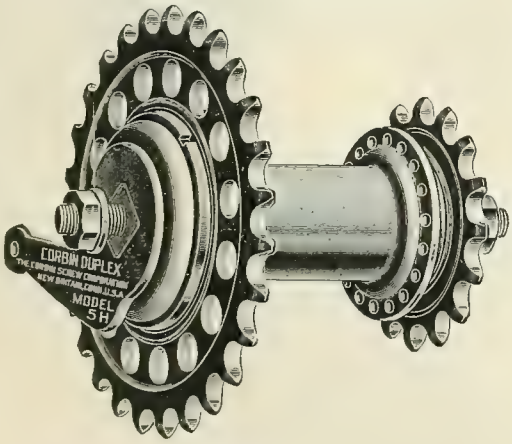


TWO-SPEED

It's the Coaster Brake that for many years has met the call and been found not wanting. It is a device that adds delight and value to any bicycle. And

The Name Corbin

is a Guarantee that it's right



MOTORCYCLE

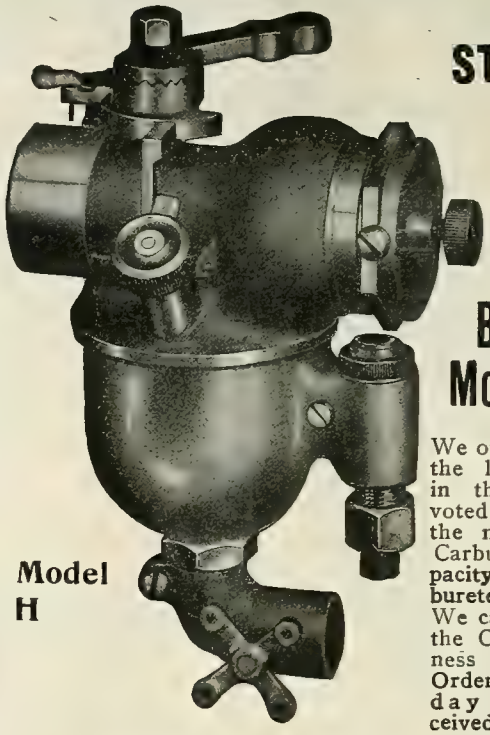
Fully 75 per cent. of the Coaster Brakes in use on Motorcycles are Corbins. That means something to the thinking man

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Be Safe! Specify the Corbin

Corbin Screw Corporation, New Britain, Conn.

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Model H

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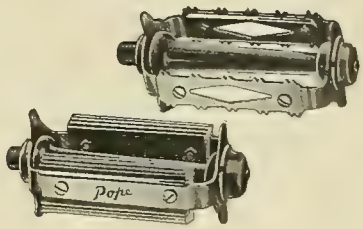
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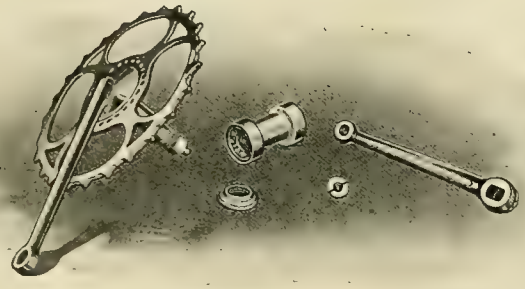
Cleveland Bicycles



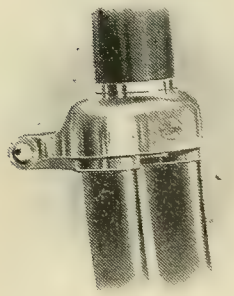
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There are more Pope High Grade Bicycles sold in this country than any other kind. This proves their popularity.

Practically all of the best racing men ride Pope Bicycles. This proves that Pope Bicycles are the strongest and most speedy, for if they are sufficiently strong and speedy for racing, they certainly have the same qualities for road work.

Cleveland Bicycles are easy running because of their correct design, the crank hanger construction, and their faultless bearings.

The sleeve in the crank hanger guarantees perfect alignment, one continuous ball seat, and absolutely perfect bearings.

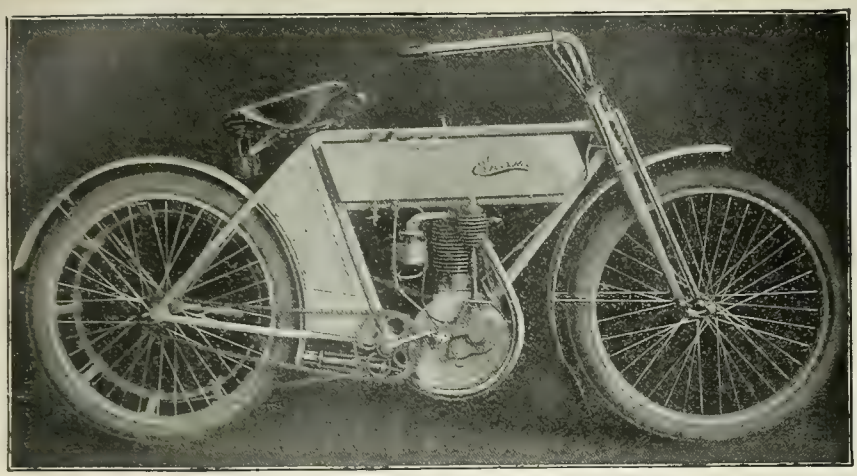
Then, too, the bearings of all Pope Bicycles, the same now as for thirty years, are made just right, not only of the correct shape and size, but the process of case-hardening, (used only in Pope Bicycles), insures cases and cones that have a hard and lasting wearing surface, and a tough and durable core.

These are the most important features; in fact, the life of a bicycle, and it is admitted the world over that Pope bearings have no equal.

Write for catalogue and further details.

We want a live dealer where we are not already represented.
Satisfactory service guaranteed in every department.

POPE MANUFACTURING CO., Hartford, Conn.



EXCELSIOR AUTO-CYCLE, $225.

Proof of the Pudding.

It is easy to claim the best, but the live buyer demands to be shown.

In the Langley Hill Climb at Danville, Ill., May 1st, an Excelsior, strictly stock machine, defeated one, two and four cylinder machines rated up to six horsepower, and made the fastest time of any stock machine. It is quality that counts—the

EXCELSIOR AUTO-CYCLE

has it, in design, material and workmanship, and proves it in actual performance.

Our new catalog contains much information of value to any one interested in motorcycles. Write for it to-day.

EXCELSIOR SUPPLY CO., 233, 235, 237 Randolph Street, Chicago

PIERCE CYCLES
TRIED AND TRUE

For Prospective Purchasers

¶ If you are in doubt as to what wheel to ride this season—ask some friend who has a PIERCE "Tried and True" Bicycle to let you try it and you will be convinced.

¶ Riders of the PIERCE can feel assured that under them they have a mount that has the "stuff" in it—best materials and skilled workmanship.

¶ PIERCE Cycles are money-makers for good, live agents, and they can feel sure that their customer will have a Bicycle that is not only the easiest to propel but one that will stand up under all conditions, the satisfied customer in turn, will interest others, which will result in other sales.

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F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

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The significant fact is that once a dealer sells the

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line of tires,

HE KEEPS ON SELLING THEM

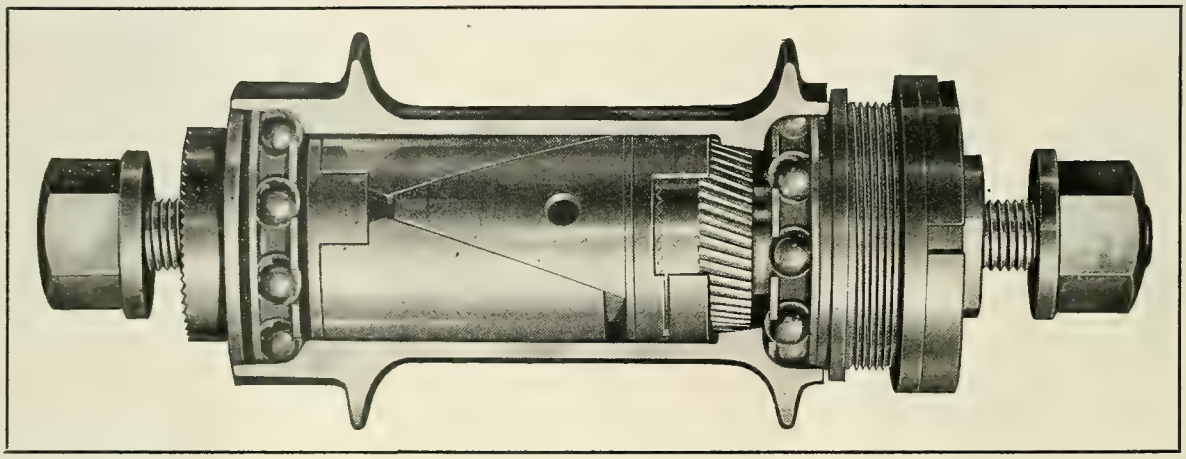
We don't know any dealer who is in business for the fun of it.



THE DIAMOND RUBBER CO., Akron, Ohio

REMARKABLY SIMPLE—SIMPLY REMARKABLE

THE MUSSELMAN Coaster and Brake



"THE ARMLESS WONDER"

It's the Newest

The Simplest **The Lightest**

The Smallest **The Strongest**

AND THE

BEST

Coaster Brake made, and the only one that does not require a side arm construction. Dealers everywhere are selling them like "hot cakes." Are you? Ask your jobber or write direct to us.

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U S. A., Saturday, June 6. 1908 | No. 11

MORRIS AND GRINBERG TRY AGAIN

Amend Complaint in Suit Against City for Price of Police Bicycles—Assessed Costs Amounting to $50.

On Friday of last week the time of a New York court again was given up to consideration of the tangled condition of affairs existing between the City of New York, through its police department, and Morris & Grinberg, otherwise the Manhattan Storage Co. On that day the storage company, through its attorney, moved in special term for permission to amend its complaint in the action, brought against the city for the sum of $2,362.50, with interest and costs, in payment for the 75 antiquated bicycles, bearing the Eagle nameplate, which was furnished the police department a year ago, and which were guaranteed to be as good as Columbias.

This motion by Morris & Grinberg was made necessary because their original complaint was defective in that it did not allege the giving of a certificate by Inspector Titus, of the police bureau of repairs and supplies, to the effect that the goods were equal to the sample; nor did the complaint explain the failure of the Inspector to give such certificate. Without that allegation the complaint stated no legal cause of action under the provisions of the contract. This defect in the complaint was the cause of the first trial of the case, which occurred on the 20th and 21st ult., being declared a mistrial, which was accompanied by the withdrawing of a juror on the request of the plaintiff's counsel. The request was made when Inspector Titus testified that he had not given such a certificate and was not willing to give one.

As the amendment could not be made at the trial, it was necessary to abandon the action until the Special Term on motion had given permission for the amendment to be made, which was done on the 29th ult., when Morris & Grinberg were arbitrarily assessed $50 costs.

Inspector Titus has stated that his reason for refusing to grant the certificate is because, on information and belief, he does not consider the Eagles equal to the sample Columbia which was submitted to all bidders on the police wheels. This action of the Inspector places the burden of the proof on the plaintiff, who will be compelled to satisfy a jury that the construction of the wheels, which they delivered, is equal to the construction of a $50 Columbia. It is improbable that the case will be reached before the October term of the Supreme Court, as the amended complaint is not yet in the hands of the corporation counsel, who will have 20 days in which to file his answer, after which the case may be set down for trial. When the case comes to trial the corporation counsel purposes to put Morris on the stand as well as Grinberg.

Webster in New Plant at Marblehead.

The Webster Mfg. Co., makers of the Webster gasolene gauge, has removed from Boston to Marblehead Neck, Mass., where a new plant will add greatly to its facilities. While the Webster gauge, the dial of which indicates at all times the quantity of gasolene in a tank, or the quantity consumed, long has been on the market in automobile sizes, the production of the special size for motorcycles has been delayed; but they are now coming through and will be available in quantities within a few days.

Ideal Plating to Move to Marlboro.

The Ideal Plating Co., whose Ideal handle bars for some twenty years have been recognized as standards of quality, is making ready to remove from No. 3 Appleton street, Boston. The company has purchased a large factory in Marlboro, Mass., and expects to be in full operation there by July 1st. The new plant will afford twice the present space and it is the company's intention to so enlarge its facilities and output that the Ideal bars shall cut a very much larger figure in the business.

POPE RECEIVERS REVISE PLANS

Ask for Authority to Continue the Business Another Year—New Basis for Reorganization to be Proposed.

Checks for the 25 per cent. dividend which the courts authorized to be paid, will be mailed next week to the creditors of the Pope Mfg. Co. by the receivers. Meanwhile, the latter have petitioned the United States Court in New Jersey for authority to continue the business another year, and the court has set June 17th as the date when a hearing on the petition will be given.

The plans for the reorganization of the Pope Mfg. Co. have undergone some modification. It now is the purpose to offer the creditors 50 per cent. in cash and the remaining 50 per cent. in interest bearing notes of 12 and 24 months, the creditors, if they desire, to elect a majority of the directors who will serve until the notes are paid. It is understood that most of the merchandise creditors are favorable to the proposal and that the Pope prospects are unusually bright, is evidenced by the action of a Chicago concern, which makes a business of such things and which is seeking to buy up the creditors' claims at 75 cents on the dollar.

Krauss Plans for New Quarters.

Prosperity evidently has beamed on Charles Krauss, the veteran motorcycle dealer of Philadelphia. He has purchased a lot, 20 by 160 feet, on Broad street, north of Diamond street, on which he will erect a motorcycle salesroom and garage which will be completed by August 1st. The new place will afford facilities for the storage of a large number of machines for which branch of the business Krauss intends to cater extensively; he also purposes going more deeply into the handling of motorcycle supplies.

DETERMINING THE DISPLACEMENT

Simple Process that Eliminates Tedious Arithmetic—Self-Calculating Table for Ready Reference.

With the increasing use of the piston displacement method of rating and classifying motorcycle engines, the process of calculating that figure is fast becoming tedious. The mere figuring of the piston area and multiplying the product by the stroke is not difficult in itself, but it is often difficult to remember offhand the time-honored method of "squaring the circle," while, when it becomes necessary to figure the displacement of a number of motors, an amount of labor is involved which is extremely wearisome.

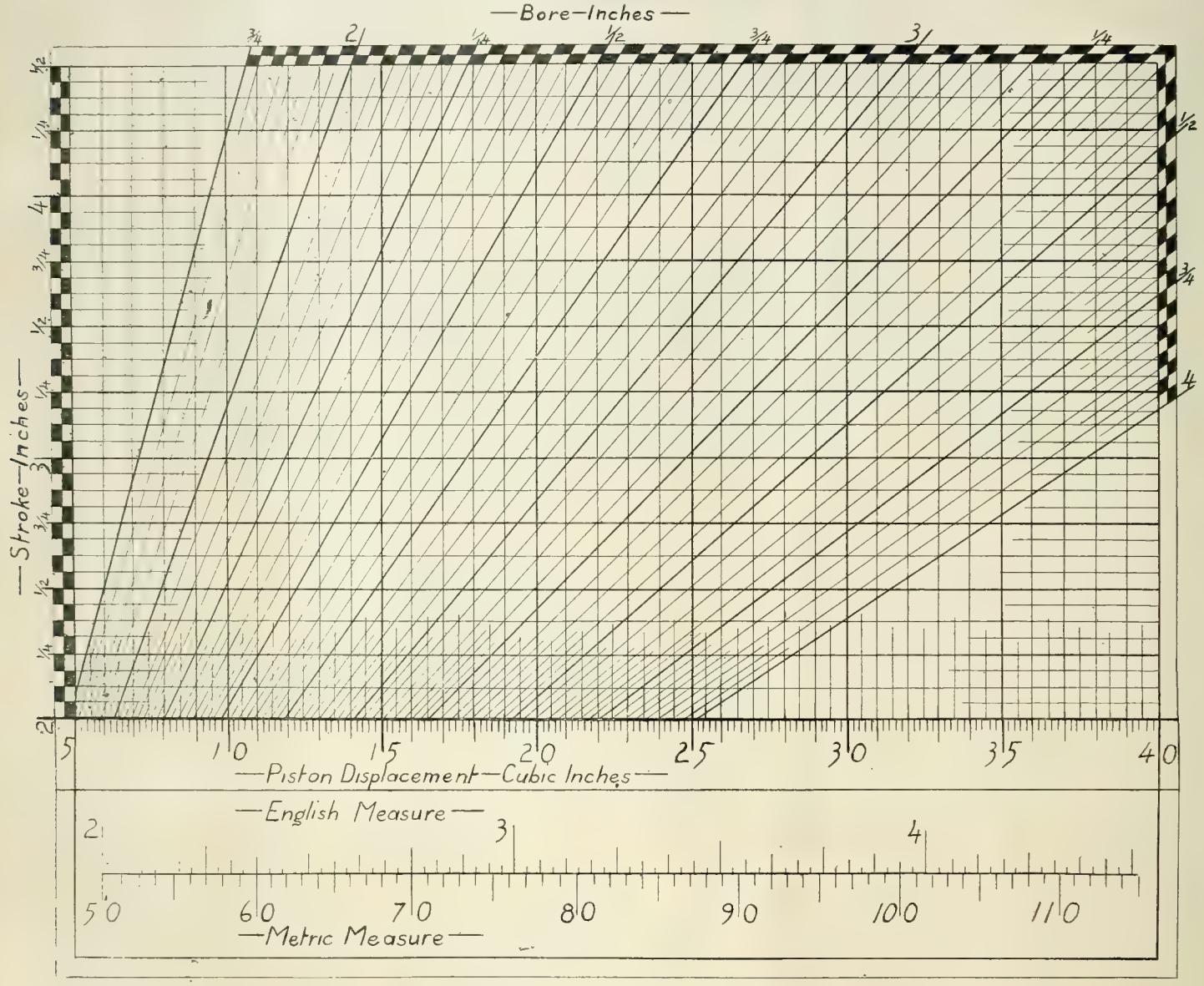
As a ready means of obtaining the approximate displacement of any motor, whether its dimensions are given in English or metric measure, the accompanying graphic table has been designed. By its use it is possible to obtain the displacement in cubic inches, practically at a glance, the result being correct to tenths of a cubic inch, or as close as is required for all ordinary purposes.

To use the table: 1, Locate a point on the upper scale which corresponds to the bore of the motor whose displacement it is desired to find. 2, Locate a second point on the left hand scale, corresponding to the stroke. 3, Follow the oblique line running downward to the left from the first point located until it intersects a horizontal line running to the right from the second point. 4, From this intersection drop vertically to the lower scale, where the displacement may be read directly. For motors of more than one cylinder, multiply the displacement obtained in this way, by the number of cylinders.

To determine the displacement of a motor rated in millimetres: at base of table, find the point corresponding to the bore of the cylinder expressed in metric measure. Directly over it, upon the other side of the line, will be found its equivalent in inches. Using the inches thus found as before, locate the proper point on the upper scale of the table. Obtain the English equivalent of the stroke similarly, and proceed as before.

The upper scale is so divided that each of the little black squares represents 1-32 inch, the left hand scale is so divided that each little square represents 1-16 inch, and each of the small divisions on the lower scale represents 2-10 cubic inch, so that each tenth of a cubic inch must equal ½ a division. By estimating half the thickness of one of the squares on the upper scale, 64ths of an inch may be obtained, while splitting the squares on the vertical scale gives 32ds, and quartering them, 64ths. Similarly, with a little practice, it is possible to estimate pretty closely, the fractions of tenths of a cubic inch, shown on the lower scale, thus giving a rough approximation to hundredths.

Taking, for example, a motor of 3 by 3½ inch cylinder dimensions, the 3 and 3½ inch lines are readily located on the upper and left hand scales. From the intersection of the ob-



lique and horizontal lines drawn from these two points, drop down to the lower scale, where the eye comes to rest at a point about half way between the 24th division and the first fine line immediately before the 25th. This is read "24.75" cubic inches. By actual calculation the piston displacement corresponding to these dimensions is 24.740 cubic inches.

In the case of a twin cylinder motor of 3 7-16 by 3¼ inch cylinder measurements, the oblique line used, runs from the seventh of the upper squares, counting from the figure 3, on the top scale, to intersect the horizontal line running from the 3¼ division on the left. The intersection comes over the first division after the 30 cubic inch displacement mark, indicating 30.17 cubic inches. Doubling this because two cylinders are used in the motor, gives 60.34. These dimensions figure out at exactly 60.324 cubic inches.

Take a foreign built engine having cylinder dimensions of 82 by 86 millimeters. Directly over the 82 and 86 marks on the scale of equivalents, pick out, 3 15-16 and 3⅜. Using these as in previous cases, the displacement comes out about 27.7 cubic inches, the exact equivalent being 27.704.

For convenience in handling the table it is well to lay a ruler over the oblique line it is desired to follow, when in most cases the horizontal line may be traced by the eye. Then setting a pencil at the intersecting point, the ruler may be swung around into a vertical position on the sheet and the displacement read at once. With a little practice it will be found possible to use the table very rapidly.

Temporary Cleaning of the Muffler.

Dirty mufflers have more to do with mysterious losses of engine power than the average rider is at all aware. With all motors there is a constant tendency to the accumulation of soot and carbonaceous matter in the exhaust passages, and this is increased when dust, mud and oil are present, as they must be in the muffler of the motorcycle. Cleaning the muffler thoroughly is a tedious and dirty operation which cannot be performed conveniently except at rather infrequent intervals. A handy near-substitute for the cleaning process, however, consists in tapping the outside of the muffler casing gently with a hammer or the back of a light wrench. If the entire casing is gone over in this way systematically, the tendency will be to loosen any material which may be caked to the walls, throwing it to the bottom of the enclosure in which it has been formed. As soon as the engine is started, the powdery mass which has been accumulated in this way will be blown out through the outlet.

De Lisser to Visit the Pacific Coast.

Horace De Lisser, general manager of the Ajax-Grieb Rubber Co., leaves on Sunday next for a trip to the Pacific coast. He will visit the various branches of the company en route.

DECLINE IN EXPORTS LESS MARKED

Increases Shown in Twelve Foreign Divisions—United Kingdom and Other Europe the Weak Spots.

Although returns covering the exportation of bicycles and parts for the month of April last, show a continuation of the decline which has been prolonged to such a deplorable extent, indications are more hopeful than for several months past. As compared with the corresponding month of last year, the shrinkage was only $37,540, and was distributed among 6 of the 18 divisions recognized in the report. But two of the losses in this group were of significant amounts, though the proportionate losses were high in every case.

Of the 12 divisions of the field which showed improved markets, the Netherlands led, having jumped from a rating too low to be listed separately last year, to $5,150. Mexico, Germany, Italy, Belgium and Other South America followed with consecutive amounts ranging from $4,631 in the first instance, and $4,464 in the second, down to $1,357 in the last. The major losses mentioned above were those of the United Kingdom ($34,256), and Other Europe ($12,959).

Comparing the returns for the ten months ending April 30th with those of the corresponding period of 1907, a total loss of $312,199 is found to result. Nevertheless, gains are recorded in the instances of no less than 7 divisions of the foreign field, among which those of British Australasia ($12,382), and British North America ($211,270) are noteworthy. In addition to these, the gains of Italy, Mexico, Other West Indies and Bermuda to these, the gains of Italy, Cuba, Other West Indies and Bermuda and Mexico should be mentioned. Among the countries revealing depreciating markets, the loss of $160,000 for the United Kingdom is most conspicuous. Japan, with $31,976; Other Europe, with $21,764, and France, with a loss of about $10,000, follow. The report in detail follows:

Cycles and Parts of— Exported to—	April 1907	April 1908	Ten Months Ending April 1906	Ten Months Ending April 1907	Ten Months Ending April 1908
United Kingdom	$39,802	$5,546	$169,202	$243,541	$83,486
Belgium	273	2,471	20,422	20,970	21,447
France	7,619	403	33,508	31,959	21,975
Germany	1,317	5,781	74,757	28,447	25,929
Italy	1,341	3,736	30,747	19,309	25,382
Netherlands	.....	5,150	119,699	31,278	25,392
Other Europe	15,841	2,882	205,256	184,566	52,802
British North America	12,786	7,215	42,163	39,591	50,861
Mexico	6,318	10,949	71,186	79,202	81,385
Cuba	3,153	4,172	30,860	30,595	36,050
Other West Indies and Bermuda	1,920	982	19,522	17,520	21,764
Argentina	1,769	2,352	13,315	16,203	12,539
Brazil	1,453	555	7,860	10,184	6,744
Other South America	1,262	3,619	14,093	17,229	13,654
Japan	2,147	2,889	162,894	113,015	81,039
British Australasia	8,187	8,213	79,828	70,716	82,698
Other Asia and Oceania	1,408	1,732	24,751	21,205	12,980
Other countries	704	1,113	10,346	9,656	7,460
Total	$107,300	$69,760	$1,130,409	$985,186	$672,987

Magnet to Make American Debut.

Magnet motorcycles, the product of the Berlin company of that name, are about to make their appearance in this country, the Magnet Motor Co. having been formed and having leased quarters at 1400 Michigan avenue, Chicago, of which, however, they are not yet in possession. The Magnets are made in two models—a 3½ horsepower single and a 5 horsepower twin. Both employ magneto ignition and are belt driven, a feature of the transmission being a variable gear pulley. An unusually low frame and a 56-inch wheel base are other characteristics of the new comers.

Limit Gap in Trying Out the Spark.

When trying out the spark, by removing the wire from the plug, do not separate the terminal of the wire from the plug or engine frame more than a quarter of an inch. The too common practice is to keep increasing the distance between the terminal and plug, the object of the practice being to satisfy the curiosity as to how far the spark actually will jump. When the spark is permitted to jump a gap of more than a quarter of an inch, an abnormal strain is put on the coil and there is danger of breaking down the insulation.

Emergency Remedy for Leak at Intake.

When the connection between the intake pipe and the cap over the valve begins to leak, temporary relief may be obtained by shutting off the air at the carburetter, so enriching the mixture at the point as to compensate for the dilution it receives further on. This remedy can be applied only up to the point where the air supply is cut down sufficiently to weaken the suction over the jet. After that, the leak itself must be attended to.

About Masquerading Mail Order Men.

"The Main Order Man Who Masquerades as a Manufacturer" is the title of a pocket pamphlet just issued by the Consolidated Mfg. Co., Toledo, Ohio. It does not mince words and is distinctly breezy from cover to cover.

READING STANDARD

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No lines are so complete or so varied and none offer so many exclusive features of merit that make cycling and motorcycling profitable and pleasurable.

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 6, 1908.

"Enclosed please find money order in payment of my subscription for the Bicycling World. You will note that this is my sixth year on your list. I would not do without the Bicycling World if its price was $10 per year."—W. H. Gerlich, New Braunfels, Texas.

Rational Recreation for the Summer.

Always at this time the thoughts of the man and youth turn to the subject of recreation. To men with families, the railroad and steamship companies offer yearly publications giving the names of places and hotels, with the rates and other information which may help in the selection of a place in which to pass the summer holidays. But to the man who, without let or hindrance, save maybe when the cost has to be considered, can do as his fancy dictates, the proposition of a week or a month in country boarding house or seaside hotel, does not often appeal as being the best and most profitable way to obtain the fullest amount of enjoyment and renewed strength.

Vacation should, and does, suggest something far more than a mere cessation of labor. Its purpose and object are greater than is to be found in simple physical and mental relaxation. Lassitude is not laziness and the cure for the former lies not in the indulgence in the latter. Rest and recuperation, after a year of confinement in a place of business, does not come from inactivity; on the contrary there is nothing which more tends to the upbuilding of tissue, to the making of good red blood or to the development of mentality, than physical exercise and plenty of fresh air; and where, or under what conditions can these two essentials to health be better obtained or more fully enjoyed than through the instrumentality of the bicycle?

For a summer vacation, nothing can be found which will equal in pleasure or physical profit a tour awheel. Assertions to the contrary notwithstanding, it has lost none of its pleasures, none of its benefits. True, the tour must be taken sensibly. There should be no schedule of distance to be traversed within a given time. There should be no unholy concern as to how many miles each day's riding will have added to the cyclometer record. Better, by far, that this useful and interesting little instrument should be cast to the bottom of the first stream, than that it should be used as a means to harass its owner into riding for the sake of record rather than for the sake of the ride. But a quiet, easy pace, amounting, say, to 40 or 50 miles each day, less or more as the spirit moves, or as the physical condition of the rider dictates, will prove to be the most helpful, refreshing and delightful form of recreation that can be devised.

It is not essential that a rider should be experienced in, or hardened to, the use of a bicycle before indulging in a vacation tour. Such a trip suggests nothing of a "grind" or endurance contest. It merely is a ride of as long or short a distance as suits the individual. As for details they should be permitted to work themselves out.

The Demand for Bicycle Attire.

"You can purchase almost everything in a great city, but who knows where to buy Bees?" This advertising text which was employed sometime ago to introduce a trade mark, might as easily be applied to bicycle clothing. Although the pastime of cycling is clad in all the habiliments of a new found favor, the cyclist himself encounters no small difficulty in clothing himself in the garb befitting to the sport. Despite a long series of periodical protests extending over a number of years, clothiers and sporting goods dealers refuse to be advised that a good demand exists for garments of this particular sort. Consequently the cyclist must either do without, or go to the trouble of having his "duds" made to order. So common has this complaint become that one of the great metropolitan journals has taken up the cause and voiced a protest that is sure to find a sympathetic hearing.

"It may be true, or partly true, that the bicycle is coming into vogue again," it remarks, "but one thing is certain, namely, 'bicycle pants ain't no more,' as a mother expressed it who had traveled nearly all over New York to find a pair of knickerbockers for her 15-year-old son. A similar experience was my own. Nothing is more comfortable or respectable than a pair of knickerbockers to knock about the farm in. Fifteen years ago nearly every man had a pair, whether he rode a wheel or not. Possibly they are styled 'golf pants' nowadays. They are good to walk in. They save your trousers from kneeing. Corduroy being a trifle heavy for summer, why not make them of light, silken khaki, with an abundance of pockets."

The all around utility of the cycling costume recommends it to a variety of purposes outside the simple uses of cycling. It constitutes a relief from the more conventional garb, and is a vast deal more comfortable for its own particular purposes. Like it, it is subject to all the individualities which the peculiar tastes of the wearer may conceive, so that it is in no sense a uniform. It does not commit the wearer to the same class as all other wearers of the same sort of clothing any more than the affectation of a particular color or shape of straw hat may convict the wearer of being a broker or a merchant or a rat catcher.

If the dealers who cater to the sartorial requirements of the public refuse to recognize the demand for clothing of this nature that fact cannot stamp out the cycling costume permanently. Sooner or later they will be forced to accede to the demand. Pending such a time, cycle dealers might well make it a point to advise one or two custom tailors in their immediate vicinity that such a demand exists, get them to stock suitable materials, plead for special prices, and refer to them any inquiries they may receive. They might stimulate the demand by encouraging the use of clean and rational cycling costume by precept and example. They need not become "tailor's models," but by making themselves patterns in this respect, they will aid the cause greatly.

RAIN SPOILED A LOT OF SPORT

Downfall of Decoration Day Caused Many Postponements — Important Events Scheduled for To-day.

Just because there were domestic troubles in Olympus last Saturday, that part of the earth designated as the eastern portion of America had to suffer from a lack of bicycle events. The Bicycling World got a straight tip from Mercury as to why it happened. Although mythological historians do not record the fact, it appears that Jupiter Pluvius, who controls the export of rain and other disagreeable forms of weather is the godfully wedded husband of Aurora, that dear little goddess who has a corner on all sunshine. Well, one day last week Jupiter Pluvius got mad because Aurora boiled the breakfast eggs one minute longer than they should have been, and he vowed to make her stay indoors on Decoration Day. Old Jupe himself stood on watch to see that she did not sneak out the back door and Aurora's anguish at being locked in was enough to move even her disagreeable spouse to tears. Which, according to Mercury, explains why there was rain and so much of it last Saturday, when all the riders, promoters and enthusiasts hereabouts looked forward eagerly to a clear day.

Certainly Jupiter Pluvius threw a wet blanket over this locality. The time-honored Irvington-Millburn bicycle road race was one to suffer and for the first time in its 20 years of life it was postponed, shattering all traditions. It is due to take place this afternoon, starting at 2:30 o'clock. For the race last Saturday, 107 entries had been sent in, and this number may either be augmented or diminished this afternoon. The scratch men who have entered are Fred Hill, Thomas Smith, Charles M. Schlosser, Louis J. Weintz, Wallington Smith, Charles Mock, J. M. Eifler, Frank W. Eifler, James Zanes and Edward Heer. If the scratch men work together it is likely that the record now standing for the course will be broken.

The New York Motorcycle Club's hill climbing contest to have been held on Fort George hill, New York City, also was postponed on account of the rain. It will take place this afternoon with no change from the original program.

At the Revere Beach saucer Moran, MacLean and Butler were to have met in a three-cornered paced race on Decoration Day, but this also had to be called off. It will be held to-night.

The big athletic-bicycle-motorcycle meet at Kenilworth Park track, Buffalo, N. Y., will be held this afternoon, as well as the two bicycle events at Washington Park, Gloucester, N. J., both of which were on the program for last Saturday. The Kutztown (Pa.) motorcycle meet, likewise was held up and has been laid over until Monday, 8th inst.

Because of rain all last week the opening of the new Saltair saucer track in Utah has been deferred for a few days. One day the wind blew so hard that it carried considerable of the lumber into the Salt Lake and it swelled to such an extent that the carpenters had to wait for it to dry out. The opening meet probably will be some night next week, when the same program as announced for Decoration Day, with $500 in prizes, will be run off.

Point Rating of the Riders.

There has been no appreciable change in the standing of the riders at the Newark Velodrome since last week. The professional "big five"—Fogler, Krebs, Bardgett, Kramer and Bedell—lead the field, in this order, both in points scored and winnings. Among the amateurs Cameron still retains his lead, with Goerke second and Hill third. Mackay and Zanes, who have just begun riding, are strong factors to be considered and doubtless will cause some changes shortly.

Professional.

	Place					Winnings
	1st	2d	3d	4th	Pts	
Joe Fogler	2	3	0	1	20	$201
Floyd Krebs	2	2	1	1	19	120
Walter Bardgett	2	1	2	0	17	136
F. L. Kramer	3	0	0	1	16	125
John Bedell	1	1	2	2	14	120
Geo. Wiley	0	1	1	0	5	47
E. F. Root	0	1	1	0	5	35
N. M. Anderson	0	0	1	1	3	38
Pat Logan	0	1	0	0	3	30
Jas. F. Moran	0	0	1	0	2	36
Oliver Dorlon	0	0	0	1	1	14
Saxon Williams	0	0	0	0	0	21
J. T. Halligan	0	0	0	0	0	15
Benj. Hill	0	0	0	0	0	6
Marcel Dupuis	0	0	0	0	0	5
Alfred Ashurst	0	0	0	0	0	5
Nat Butler	0	0	0	0	0	4
Chas. Schlee	0	0	0	0	0	4
Ed. Rupprecht	0	0	0	0	0	1
Total						$963

Amateurs.

Geo. Cameron	3	1	0	0	18	$110
Oscar Goerke	1	3	0	0	14	90
Fred Hill	1	0	1	0	7	40
John Brennan	1	0	1	0	7	40
Dave Mackay	1	0	0	0	5	225
James Zanes	1	0	0	0	5	30
Adam Beyerman	0	1	0	0	3	35
Owen J. Devine	0	1	0	0	3	20
Joe Novak	0	1	0	0	3	15
Jacob Magin	0	1	0	0	3	20
Ernest Jokus	0	0	1	0	2	10
J. B. Hawkins	0	0	1	0	2	10
M. VandenDries	0	0	1	0	2	10
A. R. Wilcox	0	0	1	0	2	10
F. W. Jones	0	0	1	0	2	10
Thos. Smith	0	0	1	0	2	10
M. Cahill	0	0	0	1	1	5
Total						$690

Hume Prefers to be an Amateur.

J. B. Hume, the former Salt Lake amateur who broke several world's records, wants to be an amateur again, and is bending every effort to get back with the "simon pures." Hume was transferred to the professional class two years ago but did not ride as a cash chaser.

COMING EVENTS

June 6, Cleveland, Ohio—Cleveland Bicycle Dealers' Association's annual 15 miles handicap road race and bicycle and motorcycle race meet at Glenville track; open.

June 6, Pittsburg, Pa.—Motorcycle Club of Pittsburg's race meet at Schenley Park oval.

June 6-7, St. Louis, Mo—St. Louis Cycling Club's annual Pike county tour.

June 13, St. Louis, Mo.—St. Louis Cycling Club's 15 miles handicap Forest Park road race; open.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 4, Los Angeles—Opening meet on eight lap saucer track at Seals Garden park.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race; and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 45 miles handicap road race over Egg Harbor-Mays Landing course; open.

July 5, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

July 6, New York City—Start of F. A. M. Western District's touring contest.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"

ARRANGE YOUR VACATION

so that it will include the

F. A. M. ANNUAL MEET,

NEW YORK, JULY 1, 2, 3, and 4, 1908.

Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

Birch Glaskin won the 25 miles handicap road race promoted by the Colorado Springs (Colo.) Motorcycle Club over a course near that city on Decoration Day. Glaskin covered the distance in 43 minutes. Harry Peak was a close second. Eleven riders started in the event.

READY TO WELCOME THE F. A. M.

Entertainment Program for the Annual Meet Completed—Arrangements for the Housing of Visitors.

Practically every detail of the program for the Federation of American Motorcyclists' national meet in New York, July 1 to 4, has been arranged. Announcement of these details points to four days so crowded with activity and merry making that the visitor who would participate in all of the events must be as nimble as a cat.

Headquarters of the F. A. M. 1908 Meet Club will be established on June 30th in the Empire Hotel, Broadway and Sixty-third street, which has been selected as the official hotel. A member of the Meet Club will be present at all hours in the club's office in the hotel. It is there that the official souvenir badges—a winged motor—will be distributed and the daily bulletin board be displayed, and all information be dispensed. Visitors must sign the F. A. M. register and be fortified with the F. A. M. membership card in order to obtain the souvenir. The Empire Hotel is located in the heart of the "gasolene district," and is therefore a convenient center from which to have the festivities radiate. Unusually favorable terms have been obtained for holders of F. A. M. cards. For two persons, large double rooms, having hot and cold water, telephone, etc., and free use of detached bath, a special rate of $1 per person has been named. For four persons in an apartment, consisting of a parlor, bedroom and bath, and containing one double bed and two single beds, the F. A. M. rate will be $1 per person. It is advisable that reservations be made well in advance.

In Roslyn, L. I., at which point the tilting tournament will occur on the afternoon of the 2d, and where the "high old time" "smokefest" will occur that night, the Mansion House will be the official hostelry. The fun at the "fest" is expected to be the fastest and most furious of the meet, and as the 50 miles economy contest starts from Roslyn early the next morning, there will be small chance for homegoing.

The program, as arranged, is as follows:

Wednesday, July 1.

8 a. m.—Runs to Grant's Tomb, Lafayette Boulevard and Fort George hill.
12 m.—Sight-seeing tour in "rubberneck" coaches; for out of town visitors only.
2 p. m.—Run around Central Park.
4 p. m.—Run to Hall of Fame and Van Cortlandt Park.
8 p. m.—Excursion to Coney Island.

Thursday, July 2.

8 a. m.—Bath run to Coney Island, via cycle paths; or bath and exhibition of life saving at Dalton's Battery baths, New York City.
11 a. m.—Run to Roslyn, via Jericho road.
3 p. m.—Tilting tournament at Roslyn.
8 p. m.—"Smokefest" and High Old Time at Roslyn.

Friday, July 3.

7 a. m.—Start of 50 miles economy test from Roslyn.
1 p. m.—Chowder party and annual photograph at Sea Cliff, L. I.
7.30 p. m.—F. A. M. annual business meeting and election, in Terrace Garden hall, New York City.

Saturday, July 4.

10.30 a. m.—Trolley excursion to Paterson, N. J.
2 p. m.—National championship race meet on Paterson Stadium.

Pantalets for Women Cyclists.

England—the land of the suffragette—rapidly is developing the use of the not mere baggy bloomers, but pantalets for



MISS BLYTHE IN PANTALETS

women cyclists and motorcyclists. Some of the English cycling papers are treating the subject with intense seriousness, one quoting from the 22d chapter of Deuteronomy to show that the costume is condemned in the Bible, where these words may be found: "The woman shall not wear that which pertaineth unto a man; neither shall a man put on a woman's garment." Columns of editorial comment are being printed, and much space is devoted to printing the views of correspondents.

The accompanying illustration shows the costume that is provoking all the discussion. While it has been classified as "undignified" and compared with the "Directoire" costume which startled horsemen and horsewomen at Paris recently, it has not been universally adopted by women riders. The photograph is of a Miss Blythe mounted on a 3½ horsepower motor bicycle, on which she recently competed in a hill climbing contest.

IDEAL TRACK FOR F. A. M. MEET

New Paterson Stadium Selected — Ten Events on the Card—Big Trolley Excursion to the Track.

The track on which on July 4th will be decided the national championships and other events which will constitute the racing program of the Federation of American Motorcyclists' annual meet, finally has been selected—the Paterson Stadium, in Paterson, N. J., 17 miles from New York City. Work on the track was commenced this week and, unless rain interferes, the projectors promise that it will be far enough advanced by Saturday next to be used for training purposes.

The track will be the first one built in America, if not in the world, with a special eye for motorcycle speed; in fact, it will be practically a motorcycle track. It will be built of wood, and will be six laps to the mile. It will have an unusually wide radius and the bankings will be 47½ degrees, the turns being so gradual that Jack Prince, who is building it, declares that the turns can be ridden as easily as the straights. It is being constructed to sustain a speed of a mile in 50 seconds. The course will be entirely surrounded by seats, which will be protected by an enclosed rail.

It will be the first scientifically banked track fit for motorcycle racing since the destruction of the Charles River Park track in Boston, on which the mile record of 56⅖ seconds was made in 1905, and which since has defied every attack, despite the employment of mile tracks and more powerful machines. The Charles River course was banked 45 degrees.

While the promoters of the F. A. M. meet, the F. A. M. 1908 Meet Club, were loth to go outside of New York for a track, there was no other avenue of relief. While half-mile horse tracks were obtainable, they were considered too unsafe for use and none of the trotting associations could be induced to lease their mile courses; but one disused track was available and it was of an odd shape and distance and undesirable for other reasons. It is the intention frequently to hold motorcycle meets at the Paterson Stadium, a fact which induced one experienced man to remark when he heard it: "Now we'll commence to have real sport—real racing and expert racing men."

The events which will be decided at the F. A. M. meet on the afternoon of July 4th will be as follows:

Two miles novice; 30½ piston displacement.

Five miles, private owners.

One mile national championship.

Three miles, amateur, open; 30½ piston displacement.

Three miles, private owners; 30½ piston displacement.

Five miles national championship.

Ten miles, professional; prizes $30, $20 $10, with entry fees added.

Ten miles national championship.

Five miles, amateur, open.

Ten miles, handicap.

Except as noted, the 61 cubic inches piston displacement limitation will apply.

There will be three or more prizes in each event; among them will be the $75 Paterson Stadium cup. The entry fee will be $1 for each event, save for the professional race, for which the fee will be $2. The proceeds to be added to the purse. For the championships, gold, silver and bronze medals, struck from the F. A. M. standard die, will be awarded for the first time. Entries will close June 25th, with Roland Douglas, chairman, 317 West street, New York.

Douglas will also receive the entries for the 50 miles economy contest on the Long Island roads on July 3d. In this event three classes, arranged according to piston displacement, will be provided for. There will be prizes for the best performances in each class and special awards for private owners. The entry fee will be $2.

As the State of New Jersey itself exacts an "admission fee" of $2 before motorcyclists may enter its confines and use its roads, the F. A. M. 1908 Meet Club has arranged to transport from New York to Paterson without charge all holders of F. A. M. membership cards; it will be a trolley excursion through a picturesque country and one which will contribute jollity to the occasion. The membership cards will be good for admission to the races, also.

In addition to building the track, Jack Prince has an interest in the management, a fact which led the Meet Club to refuse to close negotiations with the management until Prince had squared himself for his part in the Kansas City race under his auspices in which Jimmy Hunter was permitted to impersonate Gus Lawson. Prince was told that he must "take his medicine" and he then made haste to pay a fine of $25 imposed by the N. C. A., promising also to "be good" and not to be so "thoughtless" in the future.

Match Race of 545 Miles in Mexico.

Long distance match racing seems to be the thing in Mexico. R. A. Vignolle, Gabriel DuBois, and F. E. Broche started from Toluca to Vera Cruz on May 27th. The distanceis 877 metres, about 545 miles, and the journey had never before been made on a bicycle. The men rode on a wager and Vignolle won in 31 hours. Dubois finished seven hours later, while Broche's time was 53 hours. The country between Puebla and Vera Cruz, the last third of the distance, is said to be among the roughest in the world. In places the roads run parallel and frequently circles, while the grades are steep. All were thoroughly exhausted when they reached Vera Cruz, having ridden day and night. The men had taken almost no nourishment during the entire trip.

GOERKE CAPTURES CHAMPIONSHIP

Brooklyn Motorcyclist Wins Two Miles Event at Providence Meet—Program Slightly Shortened by Rain.

While rain, which necessitated the postponement of so many Decoration Day events in the East, did not prevent the beginning of the Providence Motorcycle Club's race meet at Narragansett Park, it caused a shortening of the program. The deluge held off long enough for most of the events to be run, but the last two on the program were "drowned out." One of the two which were declared off was the one hour Eastern District F. A. M. championship; the other was the tri-car event.

Despite the inclement weather and its obvious effect on outdoor sports, a good crowd was present. Though the mile track was somewhat heavy and slippery from the rain, which had fallen at intervals during the morning, and which continued to come down now and then while the races were in progress, fast time was made in many of the events. In the sixth race, the 10 miles handicap, the scorers became hopelessly confused, and the race had to be run a second time. How extensive the confusion really was is shown by the fact that one entrant had ridden 17 miles before he was told to stop.

The two miles F. A. M. Eastern District championship was won by Walter Goerke, of Brooklyn, N. Y., who also gathered in the first prize in the five miles handicap, as well as second prize in the ten miles handicap. The summaries:

One mile novice—Won by J. Shaw, Attleboro, Mass., 3 Merkel; second, Fred Ennis, Apponaug, 3½ Indian; third, C. B. Phipps, Springfield, 3½ Indian. Time, 1:25⅗.

Five miles, for twin cylinder stock machines—Won by B. A. Swenson, Providence, 5 Indian; second, A. B. Townsend, Newport, 6 R-S. Time, 5:51.

Two mile F. A. M. Eastern District championship—Won by Walter Goerke, Brooklyn, 5 Indian; second, P. H. Cox, New Haven, Conn., 3½ Indian; third, B. A. Swenson, Providence, 5 Indian. Time, 2:11⅘.

Two miles, for Rhode Island riders who never have won a race—Won by W. L. Medhurst, Providence, 3 R-S; second R. Thompson, Providence, 3½ Indian; third, Fred Ennis, Apponaug, 3½ Indian. Time, 2:49⅘.

Five miles, for belt driven motorcycles—Won by J. B. McLaughlin, Providence, 3 Merkel; second, J. Shaw, Attleboro, Mass., 3 Merkel; third, V. W. Page, Providence, 3½ M-M. Time, 5:53⅖.

Ten miles handicap—Won by J. B. McLaughlin, Providence (1 minute), 3 Merkel; second, Walter Goerke, Brooklyn (30 sec.), 4 Indian; third, B. A. Swenson, Providence (scratch), 5 Indian; fourth, H. Lake, Brooklyn, N. Y., (15 sec.), 4 Light; fifth, Peter Cox, New Haven, Conn. (45 sec.), 3½ Indian. Time, 13:03⅗.

Three miles, single cylinder machines—Won by B. A. Swenson, Providence, 2¼ Indian; second, E. L. Buffington, Providence, 1¾ Indian; third, H. Lake, Brooklyn, 3 Light. Time, 3:48⅗.

Five miles handicap—Won by Walter Goerke, Brooklyn (15 sec.), 4 Indian; second, J. B. McLaughlin, Providence (30 sec.), 3 Merkel; third, E. L. Buffington, Providence (1m. 5 sec.), 1¾ Indian; fourth, B. A. Swenson, Providence (scratch), 5 Indian; fifth, J. S. Seidell, Springfield, Mass., (scratch), 6 R-S. Time, 6:50⅕.

One mile exhibition—B. A. Swenson, Providence, 5 Indian. Time, 1:04.

Close Motorcycle Contests at Chemwa Park.

Two minor accidents marked the maiden attempt of the recently organized Riverside Motorcycle Club to promote a meet at Chemwa Park, Cal., on Decoration day. In the five miles race E. Seibenthal skidded on one of the turns and plunged headforemost to the ground. He was shaken up, but no bones were broken and the other riders were far enough behind to not run over him. In the two miles match between Errol King, Merkel, and C. K. Hogue, R-S, the former was thrown on one of the turns. He was uninjured and the race was rerun, Hogue winning. All the events were closely contested. The summaries:

Three miles for singles—Won by C. F. Hogue, Racycle. Time, 4:51.

Two miles match—Won by C. F. Hogue, R-S; second, Errol King, Merkel. Time, not stated.

Two miles match—Dead heat between Dan Milan, Wagner, and B. Siebenthal, Armac. Time, 3:19.

One mile exhibition—By George Surrier, Curtiss. Time, 1:26½.

Five miles for singles—Won by Dan Milan, Wayne; second, B. Siebenthal, Armac; third, D. Crip, R-S. Time, 8:22.

Three miles free-for-all—Won by B. Siebenthal, Armac. Time, 4:44½.

One mile match—Won by L. Rucker, Indian; second, B. Siebenthal, Armac. Time, 1:42.

Two miles match—Won by George Currier, Indian; second, B. Siebenthal, Indian. Time, 3:06.

Barefoot Cycling Costs Loss of a Toe.

Bareback equestrianism and barefoot bicycling have each advantages or otherwise according to circumstances. Oscar Kundle, an 11-year-old son of Lancaster, Pa., has learned one of the disadvantages of the latter pursuit. While riding his bicycle on the first of June and meditating on the results of the Decoration Day ball game, he absent-mindedly turned in one of his toes, with the result that it became entangled in the machine. A surgeon of St. Joseph's hospital trimmed off what remained afterward and did up the stump in a neat little package which will remind Oscar in the future to keep his toes turned out.

AMATEURS IN SENSATIONAL RACE

Mackay Returns to the Track and Wins Big Prize at Newark—Bardgett Romps Away from Krebs.

David Mackay, the crack Newark amateur, who has not ridden to any great extent since he broke his collarbone in Madison Square Garden two years ago, made his reappearance at the Newark Velodrome last Sunday, 31st ult., and did it in such a finished manner that he was immediately installed as a favorite for the season's championship. After a gruelling ride Mackay defeated Adam Beyerman, another old-time crack, who is getting into the game again, and thereby won the Indian motor bicycle that was offered as the big prize of the day, in the two miles amateur handicap. The crowd was not as large as on preceding Sundays, numbering about 5,000.

Mackay's great ride in the two mile handicap was one that will be remembered for many a day by all who were fortunate enough to see it. It really was the feature of the meet, professional paced races to the contrary notwithstanding. This event was the biggest amateur track race that has been held in more than a decade for it had as the first prize a motorcycle valued at $225. Second prize was a bicycle valued at $35, and third money took the form of a pair of $10 racing tires. Therefore it is no wonder that the best amateurs in the East were out in force. This also explains why the other amateur races at the new track this season seemed to have developed a lot of "sleepers." They were all laying for the motorcycle and from appearances almost every man in the race was in a combination; that is, all except Mackay; he evidently was riding on his 'pat."

The handicap in which the motorcycle was offered as the choice tid-bit was decided in three trial heats, with four riders to qualify in each for the final. In the first heat William Wehner, an unknown from Harrison, who had been given the limit of 250 yards, led all the way and finished a quarter of a lap in advance of the next big bunch, George Cameron, the scratch man in the heat, leading. Tommy Smith and Ben Neuschaefer also qualified. The second heat was marked by the spectacular somersault of one William H. Berlenbach, who said he used to ride in Germany. That probably explains why he had to come to America; he was too dangerous to be abroad. The finish between Hill of Boston and Mackay, in the heat, was very close, the former getting the decision, with Oscar Goerke in third place. Maurice Vanden Dries was an easy foruth. Zanes, who was on scratch in the third heat, could not get to the front and he quit after riding ten laps. Adam Beyerman, 175 yards, got the heat, with John Brennan second and Edward C. Kays third. Courtney Peer and William Vanden Dries had a battle royal for fourth place, but "Van" was shut out by a half length after making a plucky effort to close the gap.

This put nine men in the final heat, with Mackay and Goerke, two good men, on 50 yards, and Hill and Cameron on scratch. These four bunched at the ending of the first lap, and trailed some distance behind another group made up of Beyerman, Smith, Neuschaefer, Brennan and Vanden Dries. A couple of long markers set the pace away out in front for ten laps and it looked as if they might run away with the race. Just as the bell sounded for the last lap Maurice Vanden Dries went down and over him tumbled Tommy Smith and Neuschaefer, leaving Brennan and Beyerman alone about 40 yards ahead of the second bunch, in which was Mackay.

Here is where the real race started. Beyerman unwound a sprint that threatened to shake Brennan, and about the same time Mackay cut loose from the scratch men, leaving Cameron, Hill and Goerke as though they were standing still. When he turned into the backstretch of the last lap he had considerably cut down the lead of the two leaders. He never slowed a moment, but seeming to gather speed with each revolution of the pedals, he swept around the last turn and came down the stretch after Brennan and Beyerman. He soon caught the former, but there still remained Beyerman to overhaul, and there was not much distance before the tape. Beyerman was about all in and as he looked to see how close Mackay was, gave a despairing kick to the pedals. It was too late, however, for Mackay reached his pedals and while Beyerman gave a final dig that almost wobbled his wheel from under him, Mackay jerked out a quick little jump that carried him across the tape a winner by less than two feet. It was truly the best bicycle race that has been witnessed in many years and the crowd cheered both Mackay and Beyerman.

The next best event on the card was the one mile consolation, professional, which, despite its title, had several good men in it. It demonstrated, despite the sycophantic hollerings of "Daddy" Burnett, that Walter Bardgett, of Buffalo, has as quick a jump and as fast a sprint as any man at the track, Kramer, Fogler Krebs and Bedell included. Of course Burnett cannot see any one but Kramer, who is his nephew, and next to the champion he considers Krebs the real molasses taffy. It was rather a surprise to Burnett and some Newark fans when Bardgett, despite the fact that Halligan took a flier and that Rupprecht teamed with Krebs, ran away from the "Flying Dutchman" about as he pleased. In fact Krebs didn't even have a chance to fight Bardgett as the Buffalonian went so fast and the Newarker almost got defeated by Root, who came down the stretch with a rush and who failed to get second money by only two inches.



GLIMPSE OF MOTORPACED RACE DAVID MACKAY UNWINDING A SPRINT

With the exception of the fifth, which seemed to have most class to it. the trial heats of the half mile amateur open were not of extraordinary interest. The final brought together the best men, with Zanes on the pole and Brennan, Goerke, Hill, Wm. Vanden Dries and Cameron next in order. A good race was spoiled in the bell lap when Cameron tried to duck through on the pole on the last turn and in so doing made Vanden Dries fall. Hill had a narrow escape from being tossed up against the rail. Cameron won easily after that, but was immediately disqualified, first place going to Zanes, who finished next.

Although Cameron probably did not intend to throw Vanden Dries he did wrong by cutting through on the pole and he was very properly disqualified; but the good work should not have stopped there. Referee Kelsey should have extended it to the final heat of the half-mile handicap and have taken notice of Fogler when he did the same stunt, but without making any rider fall. Fogler apparently was teamed with Kramer and there was not time to pull his charge around the bunch. Fogler took a chance and dove through on the pole at the same place where Cameron had, with Kramer on his wheel. Whether or not he likes to have it said, Fogler apparently was helping Kramer, and as a result he slowed just before the tape and Kramer won by six inches. John Bedell, who rode a splendid race in the heat, was on Kramer's wheel for third money and Oliver Dorlon was a close fourth.

The novice race resulted in a runaway for Clarence Carman, a flat floor rider, who has never undertaken the track before this season. It was marked by one accident, when G. W. Baigrie, of East Orange, lost control of his bicycle and smashed into the outside rail of the lower turn. This big novice hit his face against the rail and slid to the track unconscious.

Paced racing is not popular with the Newark "fans" and the management should take their cue and eliminate that feature from future programs. The paced race last Sunday was a departure from the usual method in that it was run in four heats with the winner in each to qualify for the final. The men were paced by ordinary motorcycles without rollers and the crowd held its breath until the heats and finals were over for fear there would be a casualty. Kramer, Moran, Logan and John Bedell survived the heats and in the final heat Kramer lost his pace when John King, who operated the machine for him, thought he was in a motorcycle race and cut loose. Kramer quit after that. King displayed about as much headwork as a piece of cheese. Moran broke a chain after riding 2½ miles, leaving Bedell and Logan to fight it out. Bedell rode very well indeed and beat Logan, the "soft-spoken South Boston orator," by a quarter of a lap. Bedell was so jubilant over his first victory of the season that he could not suppress his delight and rode a "tour de honneur" around the track, waving his racing cap. The summaries:

One-third mile novice—Won by Clarence Carman, 13th Regiment A. A.; second, Courtney Peer, Springfield; third, John Price, Yale C. C. Time, 0:42⅗.

One-half mile open, amateur—Won by James Zanes, Newark; second Oscar Goerke, National A. C.; third, Fred Hill, Armory A. A. Time, 1:05⅗. Cameron finished first but was disqualified for fouling Vanden Dries.

One-half mile handicap, professional—Won by Frank L. Kramer, East Orange (scratch); second, Joe Fogler, Brooklyn (15); third, John Bedell, Newark (scratch); fourth, Oliver M. Dorlon, Brooklyn (45). Time, 0:55⅗.

One mile consolation, professional—Won by Walter Bardgett, Buffalo; second, Floyd Krebs, Newark; third, E. F. Root, New York City. Time, 2:09⅘.

Two miles handicap, amateur—Won by Dave Mackay, Newark; second, Adam Beyerman, New York City; third, John Brennan, National T. V. W. Time, 4:15.

Five miles, motor paced, professional—Won by John Bedell, Lynbrook; second, P. F. Logan, South Boston. Time 8:32⅗. James F. Moran and Frank L. Kramer put out in final heat by mishaps.

Walthour's Double at St. Nicholas Rink.

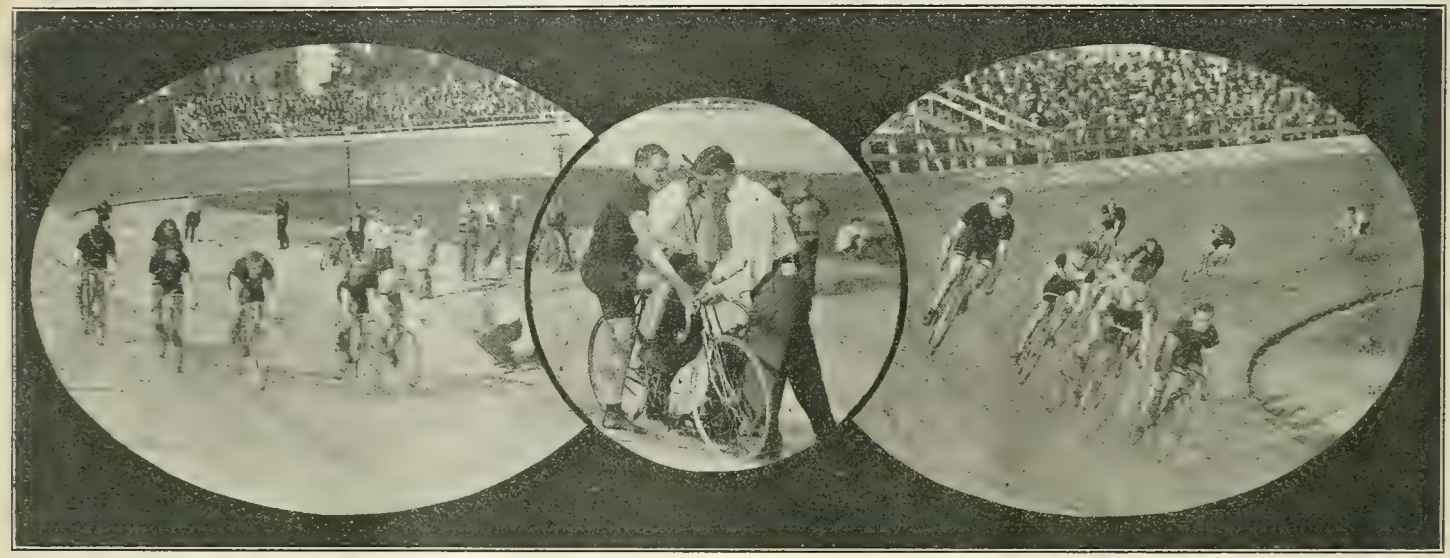
Distances are as nothing to the imaginative young man who does the publicity work for the St. Nicholas roller skating rink in this city. The joke is that the Evening Telegram fell for the "plant." The issue of Wednesday contained the following notice under the picture of a skater:

"Rather an unusual race will take place to-night at the St. Nicholas rink between Frank Goldie, who claims the roller skating championship of New York, and "Bobbie" Walthour, the bicycle rider. It will be an unlimited pursuit race, and the skater is so confident that he can get around the turns faster than Walthour that he is predicting his victory over the champion cyclist."

As at that time Walthour was in Europe, an investigation by the National Cycling Association may prove interesting.

German Champion to Arrive To-day.

Henri Mayer, the German champion, who has been signed by Manager Chapman to meet Jack Clarke, the Australian, in a match race at the Saltair saucer the latter part of June for a purse of $1,500, will arrive in New York City this (Saturday) morning on the French liner La Lorraine. Mayer will attend the meet at the Newark Velodrome to-morrow and will start the tandem race, the teams in which are Kramer and Moran, Fogler and Bardgett, Vanoni and Anderson and Krebs and Bedell. This race will mark Vanoni's debut for the season.



CLOSE FINISH IN HALF MILE HANDICAP KRAMER MOUNTS STRENUOUS MOMENT FOR AMATEURS

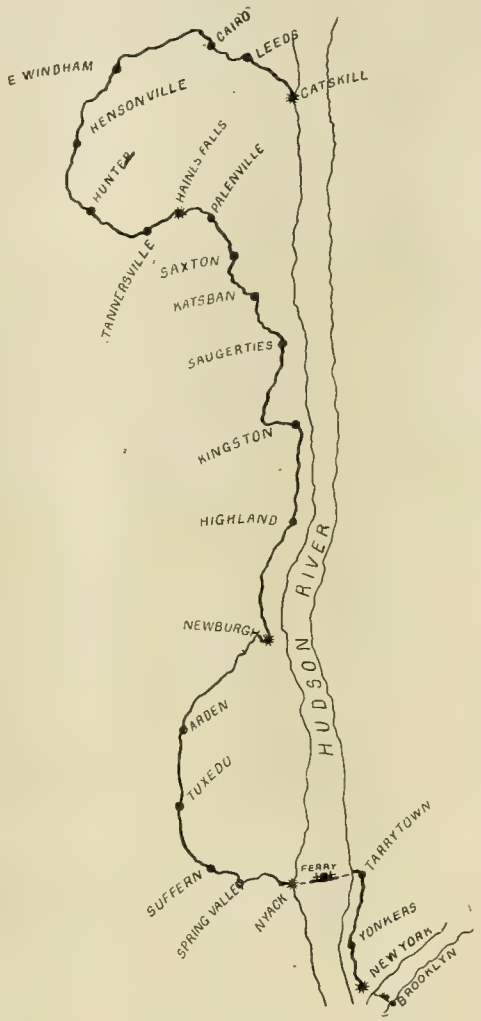
DIAMOND MEDALS FOR BEST SCORES

Golden Trophies Also Will be Awarded in the F. A. M. Contest—Full Text of the Rules Adopted.

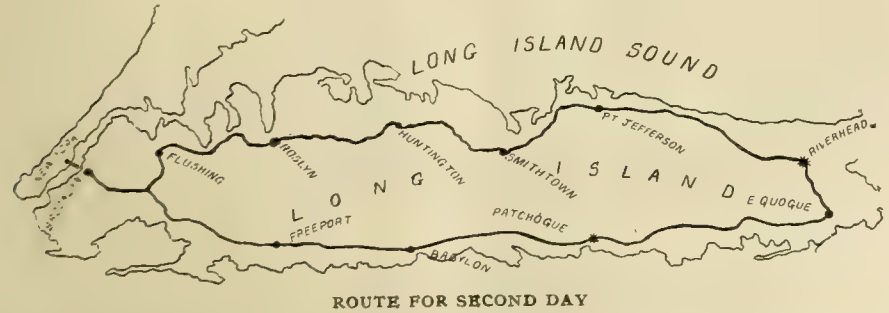
Diamond medals for the best scores in both classes—A for private owners and B for amateurs engaged in the trade—will be the chief awards in the F. A. M. national endurance and reliability contest, June 29 and 30. Gold medals will be the awards in the sub-divisions of each of those classes, which are separated respectively into groups for those riding single cylinder and those riding multicylinder motorcycles. There will be a total of not less than ten of these gold medals but owing to the many subdivisions the exact number that will be apportioned each will not be decided until after the close of the entry list on June 22.

The design of the medals will be in keeping with the character of the contest. They will compare favorably with those awarded last year and which probably were the handsomest and heaviest and costliest ever presented for motorcycle competition; indeed, the medals for the six previous endurance contests—this year's is the seventh—form as impressive and as interesting a collection of trophies as may be found anywhere.

Chairman Wehman and G. C. Davis, of the committe in charge of the contest, accompanied by Roland Douglas, M. E. Toepel and A. H. Bartsch, went over a portion of the first day's course—Catskill, N. Y., to New York City—on Saturday and Sunday last, but they did not get far into the Catskill mountains before the continued downpour which spoiled so many other plans on Saturday, brought their investigations to an abrupt termination. A number of the necessary arrangements were, however, perfected. Among other things, the Commercial Hotel in Catskill was selected as official headquarters and it is there that the contestants must report to Chairman Wehman, on Sunday evening, June 28, in order to receive their numbers and schedules and to have their machines examined and marked for identification. It behooves the intending participants to book their hotel accommodations well in advance. Wehman reports that he found that knowledge that the contest will start from Catskill and penetrate the Catskill mountains district already has awakened a great deal of new and keen interest in that part of the State. He was besieged by a number of newspaper men thirsting for information. Chairman Wehman also reports that there is every prospect of a record-breaking entry list. Never before, he states, has he received so many requests for entry blanks from men who are total strangers to him and whose names are unknown in the history of endurance contests. Incidentally, the entry blanks, which made their appearance early this week, disclose that for the first time the event is styled "endurance and reliability contest." "Reliability" was inserted in the title in order to answer the criticisms of some of those who, after coming to grief in the hill climbing test in the Berkshires last year, or "falling short" in the economy test, complained that they did not see what hill climbing or economy had to do with endurance, although they are features of prime concern to every motorcyclist. "Reliability," the committee considers, is a word that covers every feature.



ROUTE FOR FIRST DAY



ROUTE FOR SECOND DAY

I. Object.

The object of this contest is to test the endurance, skill and judgment of the competitors, and the capability, endurance and reliability of the motorcycles they use, and the consistent performance of both.

II. Entries.

Entries shall be restricted to amateurs riding motorcycles, the engines of which do not have a piston displacement exceeding 61 cubic inches, and which are not provided with exposed auxiliary exhaust ports, and which are equipped with efficient mufflers.

The entry fee shall be $5 and must accompany entry blank. The entry list will be closed June 22d, with the delivery of the first mail, by the Chairman, Henry J. Wehman, 84 Nassau street, New York. Any entry which thereafter may be accepted will incur an increase of 50 per cent.

Each person making an entry thereby agrees to conform to and comply with the rules as here laid down in connection with the competition rules of the Federation of American Motorcyclists.

Each person making an entry thereby agrees to comply with the legal requirements of the State of New York, and to hold blameless the Federation of American Motorcyclists and its members for any loss or injury to himself or property, and to assume responsibility for any loss or injury in which he may become involved by reason of participation in this contest.

III. Classification.

Competitors shall be classified as follows:

Class A—Private Owners.

Class 1A—Private owners riding single cylinder motorcycles.

Class 2A—Private owners riding multicylinder motorcycles.

Class B—Amateurs engaged in the trade.

Class 1B—Riders engaged in the trade, using single cylinder motorcycles.

Class 2B—Riders engaged in the trade using multicylinder motorcycles.

IV. Start.

Contestants must report at Catskill, N. Y., with their machines, to the Committee or its representatives before 7.30 p. m., Sunday, June 28th, in order that numbers and schedules may be delivered and their machines inspected and marked for identification. The schedules will name the chief points en route, progressive distances and the times at which each respective competitor is due at controls and also the grades on which the hill climbing tests will occur.

The start of the contest will be made from Catskill, N. Y., at 6 o'clock a. m., Monday, June 29th. Competitors will be despatched in batches of fours at one minute intervals and in the order of their numbering. No allowance will be made for failure to start at the specified time.

V. Route.

The route of the contest on the first day shall be from Catskill, N. Y., to New York

City, 174½ miles, via Cairo, Hunter, Haines Falls, Saugerties, Kingston, Newburgh, Tuxedo, Suffern, Nyack (ferry) and Tarrytown.

The second day's run shall be from New York City (Brooklyn Borough) to Riverhead and return, 176 miles, via Babylon, Patchogue, East Quogue, Riverhead, Port Jefferson, Huntington, Roslyn, and Flushing.

VI. Conditions.

Each competitor in each class and subdivision thereof shall be given an initial credit of 1,000 points, and shall be subject to the penalization herein enumerated.

Controls, denoted by the blue flags, will be established at Catskill, Haines Falls, Newburgh, Nyack (ferry), and New York, on the first day, and at Patchogue, Riverhead, Roslyn and Brooklyn on the second day, at which places an official will note on a score sheet the time of arrival of each contestant, to which the latter personally must subscribe by affixing his signature.

The schedule and the arrivals at controls shall be based on an average rate of speed of 15 miles per hour. Five minutes allowance, fast and slow, will be granted for variations of watches; but in event of disagreement the time of the official's watch shall be accepted. Competitors are forbidden to insert their arrival times in score sheets, and their coming within sight of controls and waiting for time to elapse may be deemed sufficient cause for disqualification. An arbitrary stoppage of one hour will be enforced for ferriage between Nyack and Tarrytown, for which allowance will be made in the road schedule.

For failure to adhere to schedule, these penalties will be imposed: One (1) point for each minute late at any control, or two (2) points for each minute in advance of schedule. Thirty (30) minutes in advance shall entail immediate disqualification and elimination from the contest.

Checking stations, which will be denoted by white flags, will be established at Kingston and Tarrytown on the first day; and at East Quogue and Flushing on the second day, at which points competitors shall dismount and sign the checking sheets. On separate sheets, which will not be displayed to competitors, the officials in charge shall note the time of each arival, which time, figured on the 15 miles an hour rate, shall be esteemed a factor of consistent performance and shall be considered in arriving at the final awards, if such consideration shall become necessary to decide such awards, in which event the most consistent performance shall be credited with plus 5 points (+5) over and above the initial basis of credit.

The committee may station officials wherever else may be deemed advisable for the purpose of noting the time of passing of competitors, such points to be unmarked and known only to the committee, save only that they shall not be located within the built-up portions of any city or town. Such times may be considered in arriving at the final awards, if such consideration shall become necessary to decide such awards.

On arrival at the New York control on June 29th, competitors shall await within call until there has been designated a monitor who will conduct them to the storage station, at No. 1604 Bushwick avenue, in Brooklyn borough, where their machines shall be delivered forthwith to the referee, or his representative, and no repairs or replacements will be permitted until they are released by him the next morning. A limit of one hour and thirty minutes will be allowed for the journey from the New York control to the Brooklyn storage station. Failure to arrive within that period will entail a penalty of 5 points for each ensuing 10 minutes or fraction thereof. Failuse to arrive within two hours may be deemed cause for disqualification.

When nearing foot of the grades selected for the hill climbing tests, which will be designated by checkered flags, competitors shall dismount and, in order of their arrival, shall undergo the hill climbing tests by making the ascent of the hills without regard to time, but under the observation of officials stationed thereon. But one trial shall be permitted, save in the event that a competitor may be blocked by traffic on the road.

The penalties that will be imposed in each hill climbing test will be as follows:

In Classes 1A and 1B:

Twenty-five (25) points for failure to ascend without dismounting.

Ten (10) points for failure to make the ascent without pedaling, which shall be deemed to be more than three revolutions of the cranks at any successive periods.

In Classes 2A and 2B:

Fifty (50) points for failure to make the ascent without dismounting.

Twenty-five (25) points for failure to make the ascent without pedaling, as limited in Classes 1A and 1B.

At points known only to the committee, and its designated officials, competitors shall be subjected to emergency braking tests. These will be denoted by the sudden waving of a green flag, which will be the signal for competitors to cut off power and apply their brake or brakes. Failure to stop within a distance which previously shall have been measured, shall entail a penalty of 5 points. Failure to stop when signalled shall entail a penalty of 5 points. There shall be no limitation of the number or character of brakes that may be employed, but in arriving at the final award the number of brakes employed shall be considered, if such consideration shall become necessary, and plus 2 points (+2) shall be credited for the fewest number of brakes. A stop shall be considered to be such as is made by bringing the machine to a halt by application of the brake or brakes and not by sudden dismounting or other means.

Extra credit marks shall be applied only for the purpose of breaking a tie that may exist and shall not affect the standing of higher competitors.

In the event of any scores remaining tied after the factors herein specified shall have been considered, the contestants concerned shall perform such other tests as may be required by the committee until the award of any medal involved shall be rendered possible.

Under penalty of disqualification, no entire replacement of motors or carburetters shall be permitted, and no change of sprockets or pulleys, save in case of accident, when the replacement shall be not such as will reduce the gear.

All gasolene, oil or supplies obtained en route must be paid for by the contestant.

VII.—Awards.

A diamond medal will be awarded for the best score in each class, A and B.

In the sub-divisions of both classes, there shall be awarded additional gold medals for the respective next succeeding best scores, the number of medals being regulated by the number of entrants in each sub-division. The total number of such medals, which will be not less than ten, will be announced after the closing of the entry list.

All medals shall be denominated Honor Medals.

A private owner shall be construed to be a man who is not, and for 60 days preceding the date of entry has not been engaged in the manufacture, sale, repair or operation of motors or motorcycles as a trade or profession, and whose machine shall have been his private and absolute property for at least fifteen days preceding the date of his entry, of which facts satisfactory uroof shall be furnished in whatever form may be required by the committee.

DuSell Captures Four Events at Aurora.

Roy Du Sell, riding a Thor, was almost the whole show at the Decoration Day meet of the Aurora (Ill,) Motorcycle Club, held on the Driving Park track near that city. Of the five events on the program DuSell won four, the other, the mile time trials going to Will Brier, Indian, in 1:23. DuSell had a 20 seconds handicap in the ten miles race and finished first in 13:45¾, and he won the five miles scratch for singles in 7:28¼. The pursuit as well as the novelty race in which pie eating formed a feature, was also his bag. The summaries:

One mile time trials—Won by Will Brier, Indian, 1:23; second, Howard Holck, Thor, 1:27; third, C. Hinckley, Harley-Davidson, 1:31¼; fourth Roy DuSell, Thor, 1:32¾; fifth, John Delevan, Harley-Davidson, 1:34.

Ten miles handicap—Won by Roy DuSell, Thor; second, C. Hinckley, Harley-Davidson. Time, 13:45¾.

Novelty race—Won by DuSell, Thor.

Pursuit race—Won by Roy DuSell, Thor; second, C. Hinckley, Herley-Davidson; third, Howard Holck, Thor.

Five miles scratch for singles—Won by Roy DuSell, Thor; second, Howard Holck, Thor; third, C. Hinckley, Harley-Davidson. Time, 7:28¼.

Motorcycles Save the Day at Pimlico.

As usual, where motorcycles and automobiles mix, the former made all the excitement there was to the meet at the Pimlico track, Baltimore, Md., on Decoration Day. The event was a five miles handicap for the Howard A. French cup, and although the starter held Chic Thomas, the scratch man, many seconds longer than was necessary, a good race resulted. H. Matthew Gault, on a twin Indian, with 15 seconds handicap, rode so hard that Thomas could make little gain on him. After a struggle lasting more than a half mile, Gault passed Fisher, 45 seconds, and then began closing the other gaps, passing the last man on the upper turn of the last mile. He won out in 6.31. Captain W. S. Fisher and Harry F. Fisher had a great race for second place, the former getting it, while Thomas slid in for a third.

Rain Curtails Jersey Motorcycle Run.

Rain put a stop to the 147 miles run of the New Jersey Motorcycle Club on Decoration Day after two laps of the 49 miles course had been covered. Five of the 18 contestants finished with perfect scores, points being deducted for lateness at controls. The riders who finished on time were: George Post, Indian; George Fawcett, Vindec Special; H. E. Coryall, Indian; F. H. Maurer, R-S; and Watson J. Kluczek, Harley-Davidson.

ONLY FOUR HAD CLEAN SCORES

Big Proportion of Dead Failures in Los Angeles Endurance Run—Twenty-four Completed the Test.

Although the complete official results have not yet been given out it is believed that four riders finished the two days' endurance run of the Los Angeles Motorcycle Club on May 30th and 31st with perfect scores. The route was to San Diego and return, 315 miles, and those thought to have perfect scores are James Leonett, Thor; C. M. Frink, Wagner; E. L. Parmalee, Harley-Davidson, and Gus Fink, Peugeot.

Thirty-eight riders made the getaway from Los Angeles very early Saturday morning, 30th ult., being sent off two at a time, at five minute intervals. Because there were no road signs at the turns many got off the right road before the first control at Anaham. At the Capistrano control there were not as many arrivals as at Anaheim, and the list was still further shot to pieces at Oceanside. The contestants began to arrive at San Diego, the end of the first day's run, at 5 o'clock, and before the time limit had closed, 24 finished. Of this number only 14 had perfect scores, as follows:

Gus Fink (Peugeot, 2 cylinder), J. Leenett (Thor), F. McBride (R-S), Carl F. Johnson (Indian), A. Fox (Wagner), C. M. Frink (Wagner), C. W. Riadem (Indian), E. L. Parmelee (Harley-Davidson), F. B. Bruner (R-S), R. Galloway (Indian, 2 cylinder), J. H. Shafer (R-S), C. Elsleek (Thor), L. A. Hoskins (R-S), M. Lightcap (R-S).

Considering the sand, mishaps and falls from loss of pedals was very small. The other two annual endurance runs conducted by the Los Angeles club have been remarkable because of the number of broken pedals, but in the test last week less than a dozen pedals were broken. There were no accidents on the run, the riders that failed to finish being put out by ordinary mishaps.

Nine riders finished at Los Angeles on Sunday before sundown, and two more came in later, but of this number only four had perfect scores, so far as could be determined. They were Fink, Frink, Parmelee and Leonett. The others to finish within an hour of schedule time were J. H. Shafer, R-S, 5 minutes late; L. A. Hoskins, R-S, 17 minutes behind time, and H. Lightcap, R-S, 50 minutes late. Walter Zeigler, riding a single cylinder Indian, and Fred Brunner on an R-S, were in before 6 o'clock, but both were more than an hour behind their scheduled arriving time. Albert Fox, on a Wagner, arrived at Los Angeles on time, but lost a perfect score by 3 minutes at Oceanside control early in the morning.

Two accidents marred the day's run. G. Blaolock fell from his Thor north of San Marcos, striking his head and sustaining some severe bruises. A heavy patch of sand caused the fall and the same thing was responsible for the fall of Fred Brunner. When he fell Brunner could not extricate himself from the machine and his leg was badly cut, but he straightened out the pedals and continued to Los Angeles. Galloway broke a front fork before he was two hours out of San Diego, and C. W. Risden siezed his engine. McBride stranded a few miles north of Escondido. Except in Orange and Los Angeles counties the roads were good. From Tustin north the oiled roads were like washboards and it is a wonder that more broken forks were not reported.

Holmden Wins Both Prizes in Race.

John Holmden, of Findlay, Ohio, riding from scratch, won both first place and first time prizes in the 12 miles open handicap road race at Toledo on Decoration Day. Holmden's time was 35 minutes. The course was over the river road between Walbridge Park and Maumee and the 11 riders who finished received three prizes each. Continuued rain on Friday and Saturday morning put the road in unfit condition for a race, but the riders took chances and started. Nearly every rider in the race had a fall and some of them were badly bruised, as a result of skidding in the mud. A motorcycle race also was scheduled to be run but on account of the condition of the roads it was called off. The summary:

1, John Holmden, Findlay, scratch, 35:00; 2, Horace Johnson, Toledo (1:30), 36:30; 3, O. Hamilton, Toledo (scratch), 36:30⅕; 4, Charles Limerick, Hamilton (1:30), 37:30⅖; 5, Wm. Burman, Jackson, Mich., (scratch); 6, S. Clemens, Toledo (2:30); 7, E. Davis, Toledo (scratch); 8, Floyd Merrill (4:00); 9, E. Gwndron, Toledo (2:30); 10, C. C. Hawkins, Toledo (5:00); 11, Ed. Frick, Toledo (4:00).

Omaha Holds Its First Hill Climb.

Several thousand spectators lined the steep Davenport hill in Omaha, Neb., last Saturday morning to witness the first hill climbing contest promoted by the Omaha Motorcycle Club. Because of the interference of the crowd the two events were run in trial heats.

The hill, which was five blocks long, had a grade of 32 per cent., and the spectators marvelled at the ease with which the machines climbed the incline as standing starts prevailed. The only approach to an accident was in the multi-cylinder class when a tire on Flescher's machine burst. He came to a stop without being unseated, however.

The winner of the single cylinder class was Fred Tompkins, whose Thor climbed to the top in the fast time of 37½ seconds. Ralph Bates, R-S, was second, and Louis Flescher, Merkel, finished third. W. E. Dewey, on an Indian, was easily the winner in the class for doubles, his time being 31 seconds.

FOURTEEN FAILED TO FINISH

San Francisco Endurance Run Proved Strenuous—Five at the Finish with Two Perfect Scores.

William E. Deane, riding a Thor, and W. G. Collins, on an Indian, were the only two riders to complete the 382 miles endurance run conducted by the San Francisco Motorcycle Club on Saturday and Sunday last, 30th and 31st ult., with perfect scores of 500 points. Only five of the 19 starters finished.

Although there were only 19 official starters to leave San Francisco on Saturday morning for the run to Auburn more than twice that many started, though not as contestants. Auburn was the destination of the first day's run, the route taking in Livermore, Stockton and Sacramento, where the controls were located. On the return trip on Sunday San Jose was added as a control.

More than half the entrants fell by the wayside on the first day out, as the conditions were not easy and the roads embraced all kinds and conditions. The number of points allowed for a perfect score was 500 and Deane and Collins were the only two of the 19 starters and 5 finishers that were entitled to this mark. W. Cain, Thor, was a good second to the two riders who completed the exacting course without receiving a black mark. His score was 430 and W. Horr, also on a Thor, was a close runnerup to Cain, with a score of 429.

Burke's Fast Time in Race at Buffalo.

Over a course made heavy by the excessive rains of the morning before, Tony Burke, one of the scratch men in the road race held by the Buffalo Racing Cyclists' Union, won the event, Decoration Day afternoon in the fast time of 27 minutes. The distance was 10 miles. Strung out behind Burke were 16 other riders, while three of the starters did not finish. The event was the first road race held in Buffalo in some time and 1,800 people gathered at Pine Hill for the start and then patiently waited for the finish. Joe Tanner, on 1 minute, finished second and also got second time prize. Following is the order of finish, with the handicaps:

1, Tony Burke, scratch; 2, Joe Tanner, 1:00; 3, Ed. Dethloff, 2:30; 4, J. Krushel, 1:00; 5, J. Newlands, 4:00; 6, J. M. Tanner, scratch; 7, J. Stauber, 1:45; 8, H. Young, 2:30; 9, Fred Hahn, 3:00; 10, George Keipper, 1:45; 11, Emil Arenz, scratch; 12, Fred Schudt, scratch; 13, C. J. Smith, 1:30; 14, J. Zoeller, 2:00; 15, Wm. Eagles, 2:15; 16, Toney Sledge, 2:15; 17, Steve Eller, 2:30.

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Newcastle, Eng., M. C. C. 5-Mile Speed Competition,
N. S. U. Wins

Lancashire, Eng., M. C. C. Hill Climb, May 7th,
N. S. U. Wins

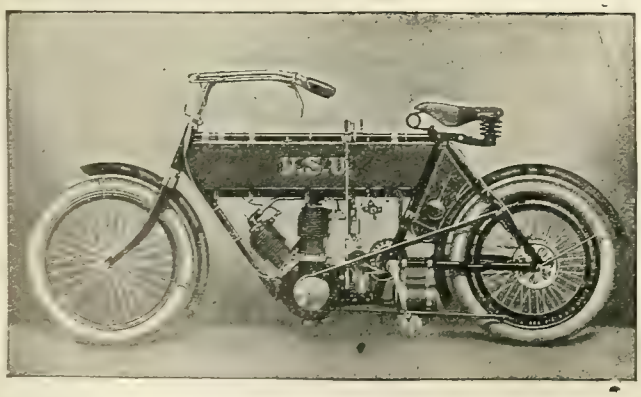
Birmingham, Eng., M. C. C. Hill Climb, May 2d,
N. S. U. Wins

Middlesbrough, Eng., M. C. C. Hill Climb, April 1st,
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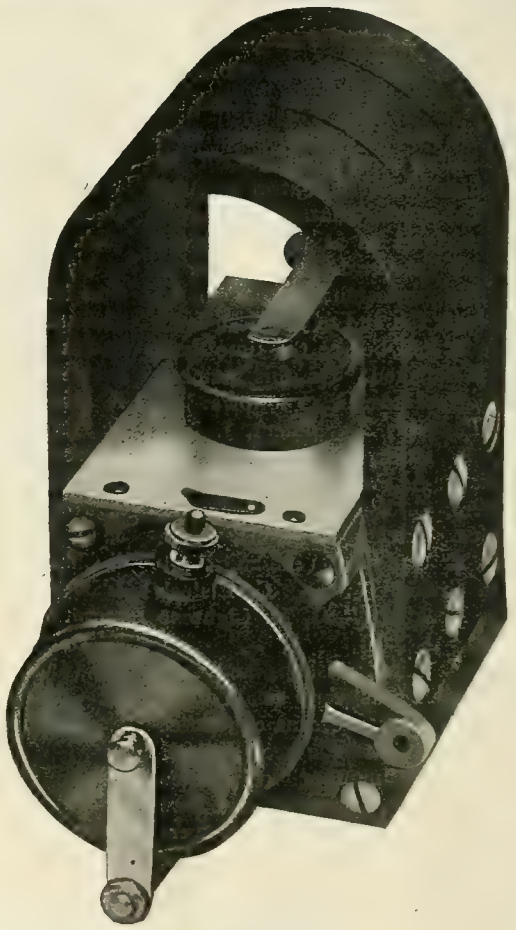


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NEW YORK

MATTERS MIXED AT MANASQUAN

Forty-eight Hours Amateur Team Race Cut Short by Squabbles—Eighteen Hours Race Substituted for Finish.

That wonderful 48 hours amateur team bicycle race did not finish at Manasquan, N. J., last week. It started all right at 4.45 p. m., Thursday, 28th ult., with nine teams, but broke up at 2.30 p. m. the following day. After that an 18-hours team race with less than half that number of teams was run and finished.

To begin with there was no one in the village of Manasquan who seemed to know the rudiments of bicycle racing, much less the difference between a team race and any other kind of a race. Arthur A. Zimmerman, the referee, was on the grounds only about four hours a day and the judges were for the most part, Manasquan school boys. After considerable wrangling a rule was made that riders must relieve their team mates in front of the judge's stand; the training quarters, which were horse stalls, were on the opposite of the half mile track. At first, tents were used, but as they were not waterproof this place of refuge was soon abandoned after the rain came.

Nine riders lined up, representing that many teams, when Zimmerman fired the starting pistol at 4.45 p. m. Thursday. The teams were: Bernard Poland and Harry Wagner, Bradley Beach; Ralph Gant and Samuel Estell, Lakewood; Lester Rider and William Rogers, Bradley Beach; Clinton Courtier, Belmar, and Jack Reid, Spring Lake; Albert Deardon and Henry Phillips, Atlantic City; Otto Rogers and Alonzo Wallace, Bradley Beach; Elwood Watson and John Grogan, Atlantic City; Howard Young and Richard Hemple, Atlantic City, and Harry Collins and Raymond Nelson, Atlantic City.

The trouble started when the white flag, the signal that no laps were to be gained, was hung out at 12.30 Friday. Despite the flag several of the shore riders, some of whom had never seen a bicycle race, persisted in going out and gaining a lap. The judges would not allow it on protest of Charles A. VanDoren, who had charge of the Atlantic City riders. A little while after that Hemple, Nelson and Phillips, of Atlantic City, started in to demoralize the field and they strung them out until some one fell and put a stop to the lap stealing stunt.

Before this the Atlantic City riders had made some of the local "champeens" wish they hadn't gone into the race. Rider and Rogers were the first team to quit, retiring at 9 p. m. Thursday, and shortly after midnight Reil and Estell quit, and Courtier and Gant, their respective partners formed a reconstructed team. Early in the afternoon Van Doren instructed the Atlantic City riders to try for another lap. They had just started on a long grinding pace when the three remaining local teams up and quit, claiming they had gained a lap at noon. The judges decided there had been no lap gained at noon, but the three teams refused to ride unless a lap was given to them. Zimmerman appeared on the scene about that time and he upheld the judges' decision. The local riders refused to continue unless they were given a lap over the Atlantic City boys, and after trying to get in a fight they donned their clothes and left the track. They all rode 21 hours in the rain and fog for nothing, covering 281 miles. Van Doren was arrested by a country constable for carrying concealed weapons. The "cop" searched the Atlantic City dealer, but as he could not find the dangerous "weepon" he finally let him go. The joke of it was that Van-Doren did have a revolver in his inside pocket all the time, but it was one he used to start races and was filled with blanks. When the trouble started Monroe Wyckoff, who promoted the event, is said to have left the track, saying that he would not be back Saturday.

After the 48 hours race ended so disgracefully an 18 hours affair was put on and four teams started. They finished at 1 o'clock Saturday afternoon in this order:

First, Otto Rogers and Alonzo Wallace, Bradley Beach, 167 miles; second, Clinton Courtier, Belmar, and Ralph Gant, Lakewood, 167 miles; third, Bernard Poland and Harry Wagner, Bradley Beach, 166½ miles; fourth, Lester Rider and William Rogers, Bradley Beach, 166½ miles.

On Thursday afternoon, prior to the starting of the 48 hours race, several sprint races were held. This was the only redeeming part of the program, and the races were watched by about 100 people, the largest crowd at any time at the meet. The half mile open went to Harold Birdsall, of Manasquan, with Richard Hemple, of Atlantic City, second. There was a bad mixup and Young, of Atlantic City, had a hard fall. Gordon Hall, of Point Pleasant, was third. Time, 1:20.

In spite of his fall Young won first prize in the mile open rather easily, M. Sutphin, of Long Branch, finishing second. Hemple was third. The timers must have gotten mixed, as the time was announced as 2:04. Atlantic city riders scored in the five miles open, Young getting first, Phillips second, and Collins third. Time, 15:10. Clinton Courtier, who was regarded as the champion, was held out of the open races to meet one of the Atlantic City riders in a match. Although he had not time to get a couple of breaths, Young went on and when he jumped it was all over with Belmar's pride. He was beaten by three open lengths, and Young, who won, is not a champion by any means.

"Bicycle Repairing;" 208 pages; 209 illustrations. $1, postpaid. Bicycling World Co., 154 Nassau St., New York City.

TRACEY DISPLAYS SPARTAN SPIRIT

Mangled by Trolley Car in 100 Miles Relay Race, He Urges Substitute on—The Race Called Off.

One of the most distressing accidents recorded in the history of bicycle racing on the Pacific Coast occurred in the second relay of the California Associated Cyclists' annual 100 miles relay race last Sunday morning, at San Jose, resulting in the mangling of Edward Treacy, of San Francisco, and the calling off of the event. The race was to have been a revival of the classic 100 miles inter-club relay race and was run over a 10 miles course of the city of San Jose.

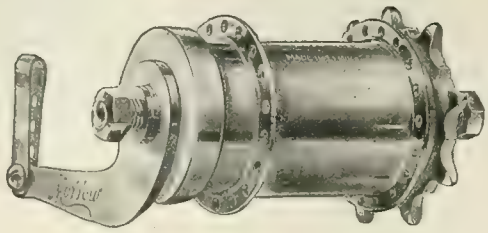
With the wind to their backs, Treacy, who represented the Golden City Wheelmen, and Oliver Johnson, of the Central City Wheelmen, were sprinting along Race street in an effort to overtake the disappearing form of the San Jose man who had jumped away. Owing to their view being obstructed by a barn and a peach orchard the riders did not notice the westbound car approaching toward the crossing at a fast rate of speed.

As the riders approached the crossing the trolley car loomed into view. Johnson, who was leading at the time, by a superhuman effort, sprinted and got across the tracks before the car reached the crossing. Treacy attempted to follow his example, but failed and was struck by the car. Both the rider and the bicycle were dragged under the car and probably no greater display of Spartan courage was witnessed in a contest of any kind than that which was presented a few seconds later when passengers on the car extricated the mangled rider from under the wheels. One leg was severed, the toes of the other foot were missing, an arm was shattered and his head was lacerated, but Treacy was still conscious and he was game to the core.

"Take the packet and go on and win the race," he said to Ben Broderick, his substitute and trailer, as the latter came up. Broderick started to obey, but upon second thought he returned. Treacy was placed in an automobile and rushed to a nearby hospital. The news of the unfortunate accident was quickly carried to the finish point and the other riders were stopped and the race called off. It may be held in two weeks, but over a less dangerous course.

An informal meeting of the riders was held in the club rooms of the Garden City Wheelmen Sunday night and the riders are consideroing how best they can express their sympathy for Treacy and their admiration for the wonderful bravery and grit he displayed at a moment when it might have been supposed his physical suffering would obliterate all thoughts of the race from his mind.

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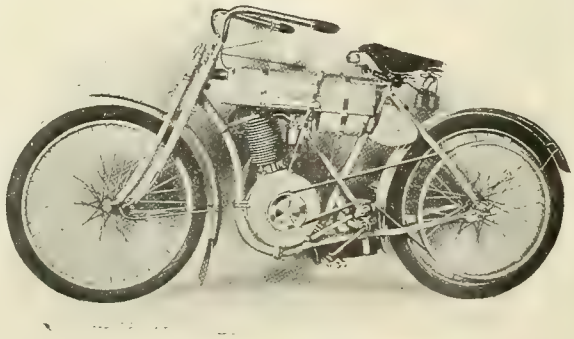
FRESNO, CALIFORNIA, MAY 23-24
ENTERED SIX EVENTS—WON ALL

May 23

No. 1—5-mile, single cylinder machines; championship of Fresno. Won by L. Marshall on a Harley-Davidson.

No. 2—5-mile Free-for-all, fully equipped single cylinder stock machines. Won by Lee Richardson on a Harley-Davidson.

No. 3—Australian Pursuit race, free for all, single cylinder. Won by Lee Richardson on a Harley-Davidson.



May 24

No. 4—5-mile Free-for-all, single cylinder machine. Won by L. Marshall on a Harley-Davidson.

No. 5.—5-mile Free-for-all, fully equipped single cylinder stock machine. Won by L. Marshall on a Harley-Davidson.

No. 6.—Australian Pursuit race, free for all, single cylinder machine. Won by L. Marshall on a Harley-Davidson.

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SIXTY-ONE OUTLAWS AT SALT LAKE

Despite Gardner's Warning and Mc-Farland's Advice They Rode in Unsanctioned Race—An Unknown Wins.

There are just 61 amateur riders in Salt Lake City and vicinity who will not be able to ride on either the Salt Palace, Saltair, or Ogden tracks for about two months, all because they participated in an outlaw road race over the Lagoon course there on Decoration Day morning, in spite of the warning issued by Frank Gardner, the National Cycling Association's representative for the Rocky Mountain district.

There is quite an interesting story in connection with the trouble. Annually Hugh Ripetto, a Salt Lake City dealer, has promoted an 18 miles road race over the Lagoon road on Decoration Day. This year he was told that the event would have to be sanctioned or the riders and officials who participated in it would be kept from the tracks run under franchises of the national governing body. Ripetto does not care much for the Salt Lake representative and spurred on by one W. D. Rishel, a sporting writer with a grievance, who once made a fizzle of managing the Salt Palace saucer, he decided to hold the race in spite of the warning, which was foolish in view of the fact that a sanction would not have cost him anything, but would require the riders participating in it to be registered with the national association. A sanction was secured from the Utah Amateur Athletic Association, which has been an outlaw organization since it broke away from the Amateur Athletic Union several years ago.

Ripetto, egged on by Rishel, said he didn't care a continental hurrah for the National Cycling Association and Representative Gardner who, by the way, seems to be the right man in the right place, said he would enforce Section A of Rule 10 of the road racing rules, which provides that any rider competing in an unsanctioned race shall be liable to a suspension of from 30 to 60 days. As there were 38 prizes up in the race, including four bicycles, a number of track riders were anxious to compete in the race. The riders held a meeting at the Salt Palace saucer to discuss the affair and the veteran, Floyd A. McFarland, acted as speaker for the riders. He gave them lots of advice and told how he had raced in every country in the world where there is racing and that he had found the National Cycling Association the most liberal of any of the governing bodies. McFarland told the amateurs that when they have been in the game as long as he, they would respect governing bodies and his advice to them was to leave outlawry alone. All the riders agreed with the lanky one when he got through dispensing wisdom. As a result of the meeting very few well known amateurs took part in the road race, which, of course, did not assume the importance that it would had it been sanctioned.

Franz Griguhn, a husky German, ran away with the race, finishing in 48 minutes 16 seconds. Griguhn started from the 3:30 mark. First time prize was won by Charles Archbold, a scratch man, who covered the 18 miles in 47:20. An observation train followed the race and carried about 2,000 people. The summary:

Pos.	Name.	Handicap.	Elapsed Time.
1	F. Griguhn	3:30	48:16
2	W. H. Cardwell	7:00	52:13
3	L. T. Naish	4:30	50:50
4	R. Wilcox	4:30	51:00
5	B. W. Cardwell	5:30	52:08
6	F. Walker	6:30	53:14
7	Claude Wilkins	7:00	54:48
8	C. Pinder	4:00	51:00
9	John Worthen	6:30	53:45
10	Jacob Martig	6:00	53:15
11	Chas. Archbold	scratch	47:20
12	Herbert Wessman	3:00	50:20
13	Willie Schatz	7:30	54:58
14	C. Young	7:30	54:59
15	J. Wessman	2:00	49:57
16	E. Brodbeck	7:00	54:57
17	O. Buckman	3:30	51:52
18	E. Johnson	7:30	55:57
19	R. Houser	3:00	51:30
20	A. McMaster	4:00	52:31
21	A. Lindgreen	6:00	54:39
22	J. O. Berg	7:00	55:43
23	Geo. Gempel	6:00	55:04
24	G. McKenzie	7:30	56:35
25	C. F. Houser	3:30	52:36
26	J. V. Burnstrom	scratch	49:56
27	M. L. May	1:00	50:57
28	J. Winward	4:30	54:28
29	Otis Jensen	7:00	57:04
30	Dell Kershaw	7:30	57:36
31	Lee Cameron	5:30	55:42
32	L. Winter	4:30	54:44
33	Max Schatz	3:00	53:15
34	L. L. Watson	4:30	54:46
35	Bob Luce	5:30	55:47
36	C. Scofield	4:30	54:49
37	L. Coles	5:00	55:20
38	Carl Scott	2:00	52:23
39	D. Armstrong	6:30	56:54
40	F. Walkingshaw, Jr.	7:00	57:36
41	Mack Todd	scratch	50:45
42	E. Winward	1:00	51:48
43	G. Emery	5:00	55:52
44	H. J. Liddell	4:00	54:54
45	E. Stranness	5:00	55:56
46	M. Pratt	5:00	56:00
47	M. Morris	6:00	57:49
48	A. J. Charon	6:30	58:25
49	Thos. Wiles	4:30	56:29
50	A. R. Emry	scratch	53:04
51	J. M. Anderson	6:00	59:30
52	J. M. Newton	4:00	57:54

Saltair Track Opening Postponed.

Incessant rains caused a postponement of the opening of the new Saltair track. The curtain was to have raised on Decoration Day, but the workmen were unable to get it completed in time. A strong wind came up on Tuesday of last week and blew a great deal of the lumber into the lake, and that swelled it to such an extent that it could not be laid properly. It is expected that the work will be completed next week and the opening card will be the first as first announced, with $500 in prizes. John M. Chapman, who managed the Salt Palace saucer track in Salt Lake City last season and the season before, is the manager of the new track.

REAL RACING AT SAN ANTONIO

Harris Breaks 12 Miles Record in Open Handicap Road Race—Morgan Winner of the Event.

Walter Harris, riding from scratch, broke the 12 miles record in the open handicap road race over the Mission Loop course, San Antonio, Texas, on Decoration Day. Harris finished in second position and covered the distance in 28 minutes 50 seconds. The former record was 31:05, and was made by J. Pytle over the same course last year.

The race was one of the most successful ever run in San Antonio and one fact that was demonstrated is that the riders in this famous old city are real amateurs. They ride in Texas for the sport more than for the prizes as in this race the first place prize was only $6 worth of merchandise and the first time prize a pair of $8 tires. There were five place and five time prizes in all, decreasing in value proportionately to the above-mentioned prizes.

The finish was very close and of the 24 starters all but one crossed the tape at the end of 12 miles. A noteworthy feature was that within 2 minutes 7 seconds after the first man had crossed the tape all the riders had finished. First place went to John Morgan, who rode from the 4 minutes mark, and at the finish Harris, the time prize winner was only five seconds behind him. Dick Madder, another scratch man, got the third place. Following is the summary:

Place.	Rider.	Hdcp.	Time.
1	John Morgan	4:00	32:45
2	Walter Harris	scratch	28:50
3	Dick Madder	scratch	28:53
4	Tom Lockhart	5:00	34:06
5	Lloyd Welch	4:00	33:07
6	Charles Goething	4:00	33:09
7	Rob Cuff	4:00	33:20
8	Otto Urban	7:00	36:34
9	Hilmer Ludwig	10:00	39:35
10	Joe Saladino	scratch	29:45
11	John Hutchinson	1:00	30:50
12	Eugene Lollard	5:00	34:52
13	Albert Fest	4:00	33:57
14	Ferd Fest	4:00	34:01
15	Alf Meurin	2:00	32:18
16	Walter Wiles	4:00	34:25
17	Eugene Reigle	2:00	32:30
18	Wm. Lollard	3:00	33:39
19	Gus Schmitt	scratch	30:43
20	George Kurtz	scratch	30:44
21	Gus Fallen	7:00	37:50
22	Leo McKinney	4:00	34:52
23	Miguel Garza	7:00	40:53

Concourse Schedules Double Century Run.

The Concourse Motorcycle Club, one of New York's newest organizations, will "try its wings" to-morrow. Its first open event will then occur in the form of a double century run. The club commendably put aside consideration of the overdone Long Island course and has laid out its route from New York to Savin Rock, Conn., near New Haven), and return.



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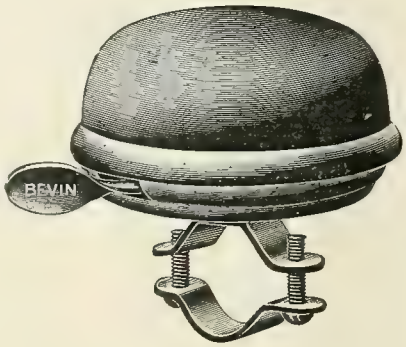
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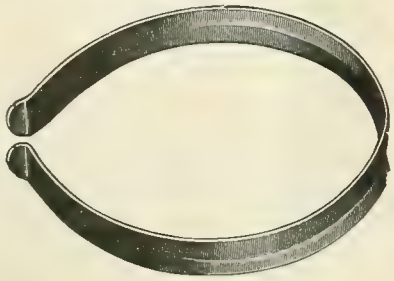
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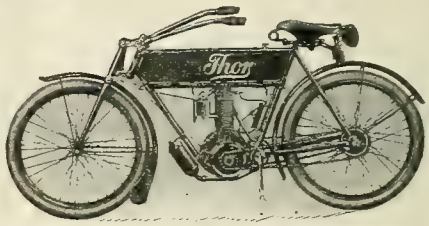
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SALT LAKE OPENS THE SEASON

New Riders Defeat Old Cracks in Close Finishes—Lawrence Looms Largely in Amateur Ranks.

Salt Lake City, May 31.—Although the weather was cold and damp, about 4,000 people turned out for the opening meet of the season at the Salt Palace saucer track last night, and fast times and close finishes resulted, although the men are not yet in the best of condition. "Rocket" Clarke did not start in any of the events, preferring to wait until he is sure of cleaning up the boards. The meet resulted in the defeat of the old cracks by new riders and it was also proved that no rough tactics will be tolerated on the track this year Referee Conley disqualified McFarland for crowding Samuelson and when Brodbeck and Mayer, two amateurs, got into a fight that was started by the former, the referee disqualified Brodbeck and Representative Gardner gave the youngsters 15 days to repent.

The two mile lap handicap professional was the feature of the evening. In it Wilcox showed remarkable speed by sprinting around the bunch as though they were standing still and the scratch men and low markers went all in trying to overhaul the men further out. Wilcox too first money, Fred West was second and Tommy Morgan, who rode his first race with the cash chasers, was third. Walter DeMara, the San Franciscan who broke several world's records last year, and who was transferred to the professional ranks for competing in a match against Emil Agraz, took fourth money. The time was 4:03, which was fast for the first meet of the season.

McFarland was disqualified in the final heat of the half mile open in which West, Mitten, Samuelson, Wilcox, DeMara, Downing, Hollister, Senhouse and he had qualified. "Long Mac" and Samuelson were riding neck and neck when Samuelson suddenly shot up the bank. McFarland claimed they locked handlebars and Samuelson did not register a kick, but the referee disqualified McFarland, who had finished second. The race went to Hardy K. Downing in a pretty sprint. West was given second money, Wilcox third and Hollister fourth.

As a number of the amateurs had been transferred to the professional ranks it is hard to determine from one night's riding who will prove the king pin this season, but from the form he displayed last night it is likely that young Percy Lawrence will be the thing. Lawrence hails from San Francisco and he won both the five miles open and the mile handicap by sensational sprints that brought the crowd to its feet.

The motor race was a disappointment as all three machines went somewhat "to the bad," F. E. Whittler finally winning over "Duck Soup" Turville. The summaries:

Half mile open, professional—Won by Hardy K. Downing, San Jose; second, Fred West, Salt Lake; third, S. H. Wilcox, Salt Lake; fourth, C. L. Hollister, Springfield. Time, 0:59⅘.

Two mile lap handicap, professional—Won by S. H. Wilcox, Salt Lake (90); second, Fred West, Salt Lake (100); third, Tommy Morgan, Salt Lake (155); fourth, Walter DeMara, San Francisco (80). Time, 4:02.

Five mile motor race, professional—Won by F. E. Whittler; second, Clem Turville; third, T. M. Samuelson. Time, 6:21.

One mile handicap, amateur—Won by Percy Lawrence, San Francisco (scratch); second, George Robinson, Salt Lake (50); third, Sid Morris (50); fourth, Parley Giles (20). Time, 2:02.

Five mile open lap, amateur—Won by Percy Lawrence; second, Parley Giles; third, Hal McCormack; fourth, Sid Morris. Time, 10:49.



Haberle Wins Riding on the Rim.

Bicycle road racing was revived in Plainfield, N. J., on Decoration Day when the newly organized Plainfield Cycling Club held a ten miles handicap over the East Front stret-Scotch Plains course. The race was open to members only, seventeen of whom started. Sherman Haberle, a scratch man, won the race, covering the distance in 29 minutes 16 seconds. Robert Guttridge, another scratch man, finished second, and Harry Hook, 1 minute, was third. About 50 yards from the finish Haberle suffered a puncture, but he continued on the rim and won out in the sprint. His prize was a Crawford bicycle.

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CHABOYA MAKES A GREAT RIDE

But Golden City Wheelmen Win Inter-Club Relay Race at San Francisco—Five Teams in the Contest.

William Chaboya's great ride in the sixth relay was the feature of the 50 miles inter-club relay race at the Golden Gate Park stadium, San Francisco, Sunday, 24th ult. Chaboya, who represented the Garden City Wheelmen of San Jose, was the hero of the race. Owing to an accident to one of his team-mates in an earlier relay when Chaboya went on in the sixth he had more than a half lap to make up on the rest of the field. He made a great sprint and caught the other three riders, resting until time to sprint, when he won the relay easily, at the same time bringing his team up to the others. Five clubs contested the annual event, each team being composed of ten riders, each of which contested one relay of five miles. In the final sprint J. Coughlin of the Golden City Wheelmen, beat John Berryessa, of the Garden City team and thus won the trophy. The summary:

First Relay.

Pos.	Rider and Club.	Time.
1	A. Bernal, Garden City W.	16:48
2	L. Prince, Central City W.	
3	R. Vlught, Oakland W	
4	C. Wilkes, New Century W.	
5	J. Byrne, Golden City W.	

Second Relay.

1	J. McCormick, Garden City W.	15:39
2	Ed Tracy, Golden City W.	
3	G. Tungate, Central City W.	
4	L. Eike, Oakland W.	
5	W. Petry, New Century W.	

Third Relay.

1	G. Galli, Golden City W.	15:20
2	J. Panton Oakland W.	
3	J. Schmidt, New Century W.	
4	W. Alexander, Garden City W.	
5	R. Lee, Central City W.	

Fourth Relay.

1	J. Sangalli, New Century W.	14:41
2	M. Bruzone, Oakland W.	
3	N. Schou, Golden City W.	
4	W. Bryant, Garden City W.	
5	J. Goetze, Central City W.	

Fifth Relay.

1	F. Diver, New Century W.	14:13
2	F. Curran, Golden City W.	
3	B. Bruzzone, Oakland W.	
4	W. Sword, Garden City W.	
5	B. Farrell, Central City W.	

Sixth Relay.

1	C. Chaboya, Garden City W.	15:16
2	W. Bellizer, New Century W.	
3	J. Coughlin, Golden City W.	
4	R. Hoffman, Oakland W.	
5	R. Short, Central City W.	

Seventh Relay.

1	H. Walt, Garden City W.	16:00
2	G. McGrath, New Century W.	
3	V. Marks, Golden City W.	
4	D. Williamson, Oakland W.	
5	H. Williamson, Central City W.	

Eighth Relay.

1	E. Carroll, Oakland W.	15:56
2	A. Waterbury, Golden City W.	

3 A. Moon, Garden City W.....
4 J. Brettleman, New Century W....
5 V. Doyle, Central City W.....

Ninth Relay.

1 C. Schowalter, Garden City W..... 16:42

2 E. McTighe, Oakland W.....
3 C. Saye, New Century W.....
4 T. Mullin, Golden City W.....
5 M. Doyle, Central City W.....

Tenth Relay.

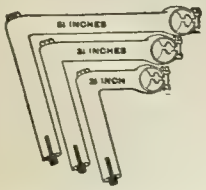
1 J. Coughlin, Golden City W..... 16:27

2 J. Berryessa, Garden City W.....
3 H. McWhirter, New Century W...
4 F. Black, Oakland W.....
5 P. Quevillon, Central City W.....

Total time for 50 miles—2 hours 34 minutes 50 seconds.

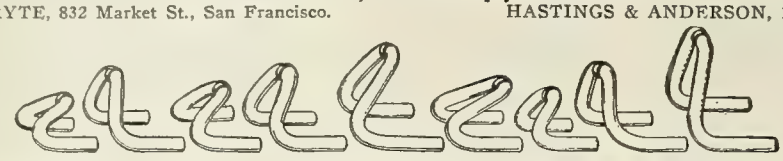
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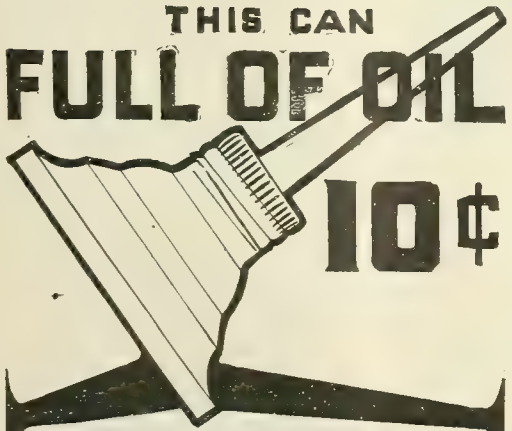
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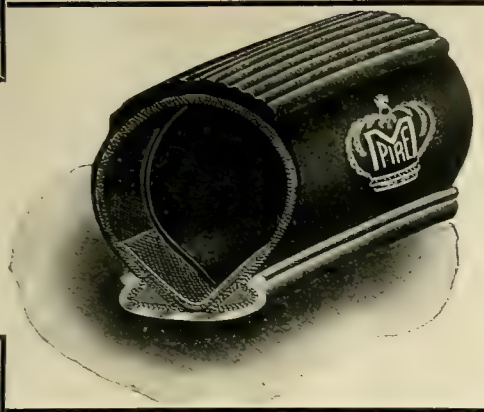
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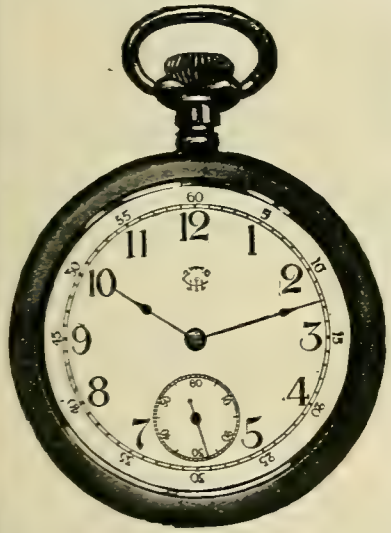
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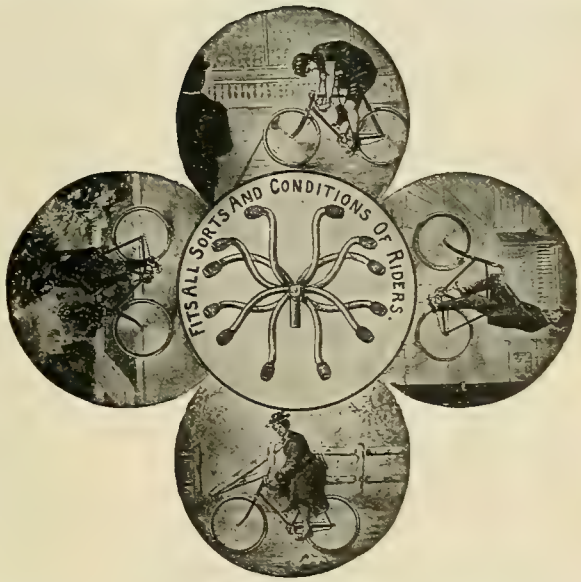
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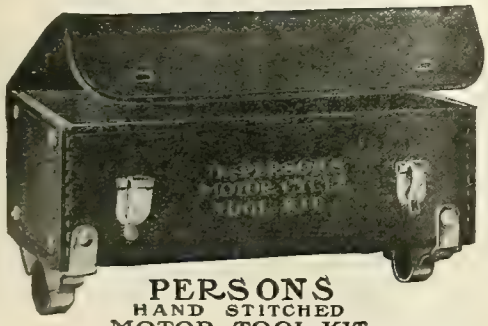
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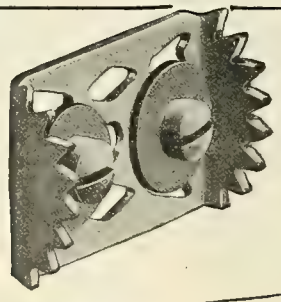
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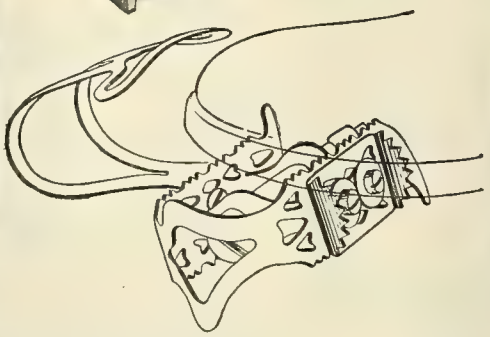
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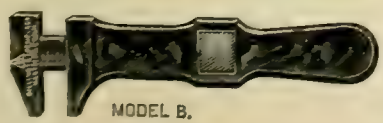
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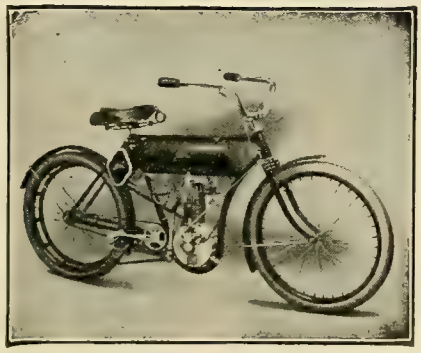
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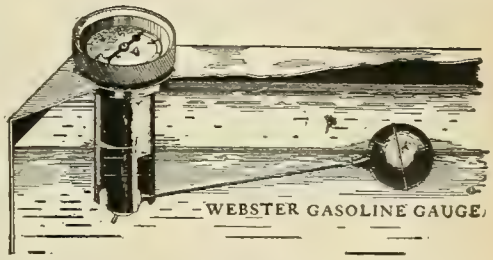
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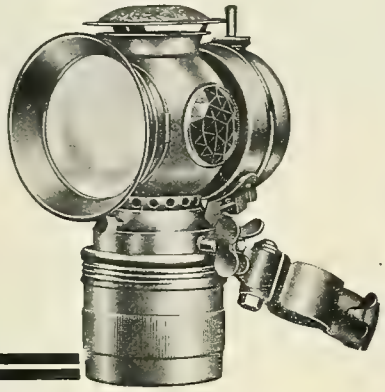
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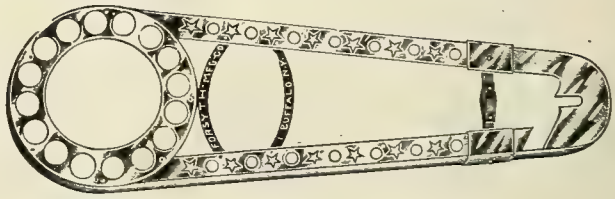
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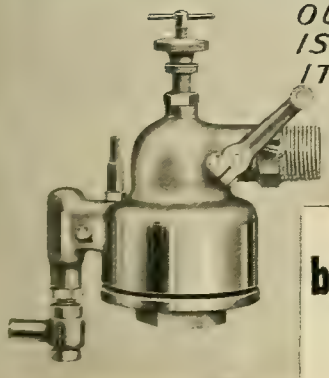
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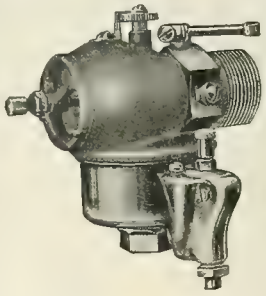
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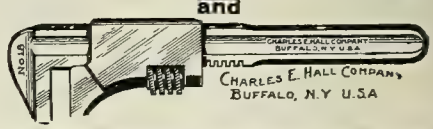
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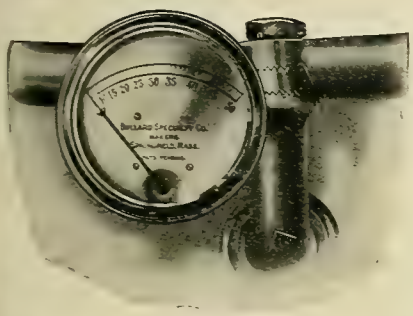
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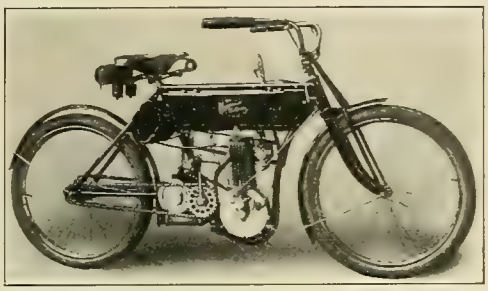
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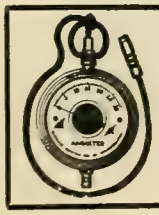
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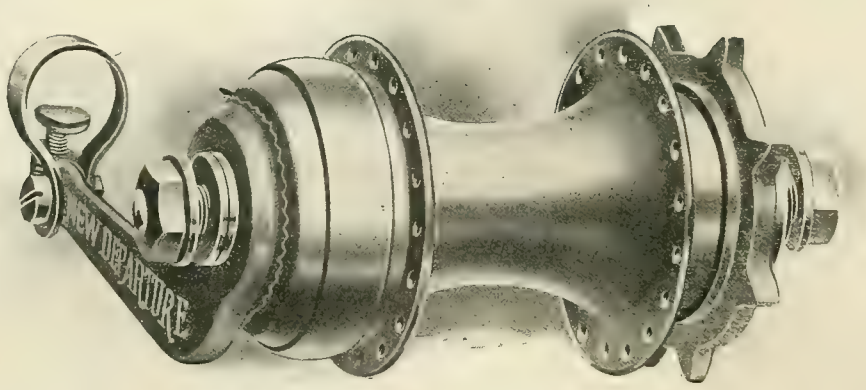
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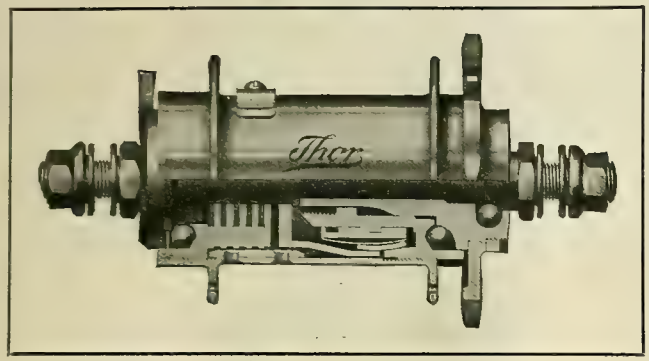
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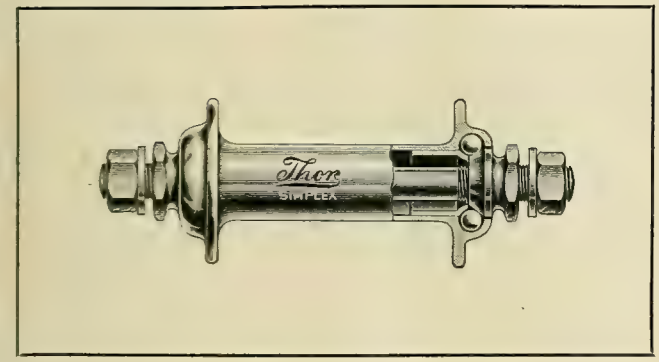
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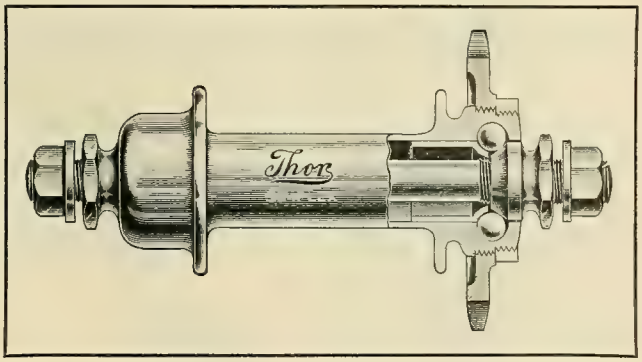
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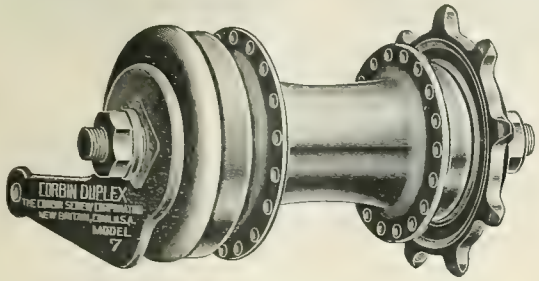
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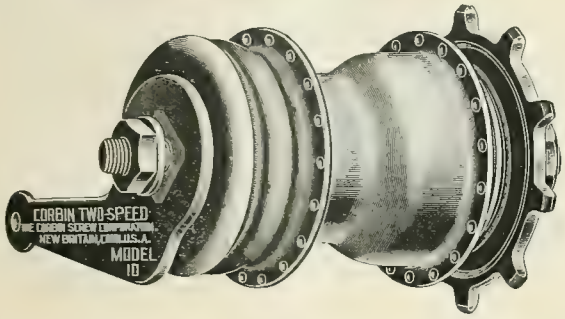
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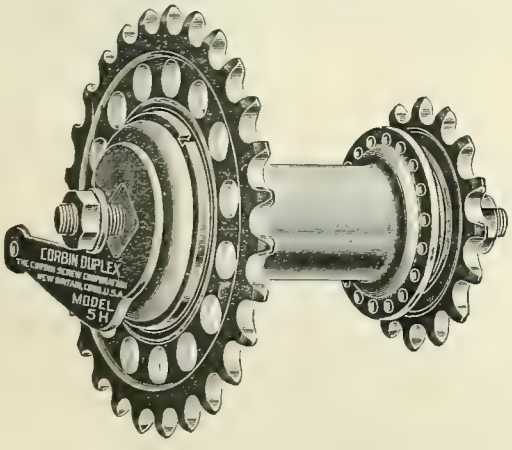
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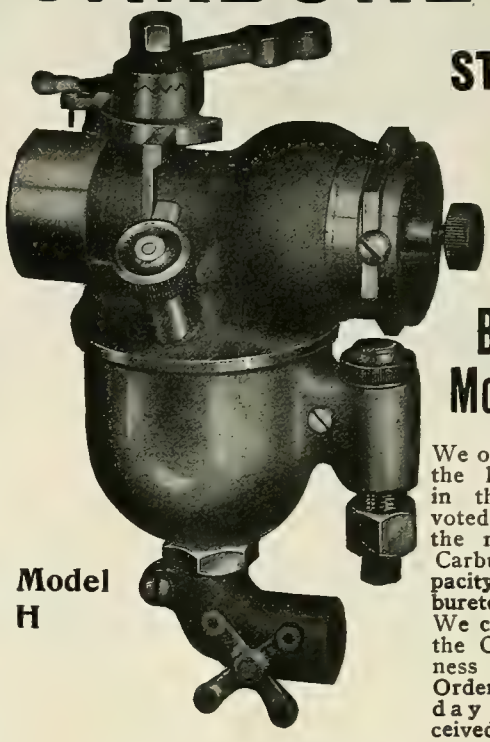
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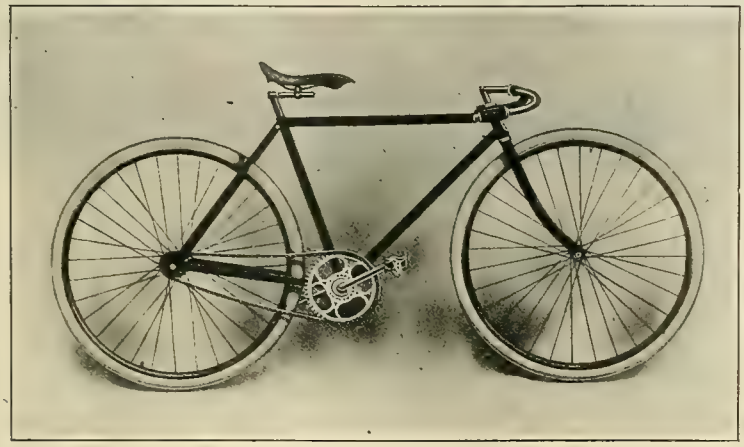
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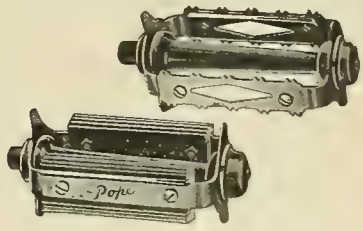
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The Kelsey Co., 43-45 Niagara St., Buffalo, N. Y.
Chas. E. Miller, 824 Main St., Buffalo, N. Y.
National Electrical Supply Co., 1330 New York Ave., N. W., Washington, D. C.
Jos. Woodwell Co. 201 Wood St., cor. 2d Ave., Pittsburg, Pa.
Chas. S. Smith & Co., 302 N. Broad St., Philadelphia, Pa.
Autolight & Motor Supply Co., 508 N. Broad St., Philadelphia, Pa.
Bay State Machine Co., Erie, Pa.
Wallace Bros., Norfolk, Va.
J. W. Lathrop & Co., Mystic, Conn.
G. D. Thorndike, Portland Pier, Portland, Me.
Jas. Bailey Co., Portland, Me.
Neustadt Auto & Supply Co., 3948-54 Olive St., St. Louis, Mo.
Kansas City Motor Car Co., Kansas City, Mo.
C. J. Smith & Co., 16 W. 4th St. St. Paul, Minn.,
Northern Electric Co., Minneapolis, Minn.
Angier Company, 735 Boylston St., Boston, Mass.
Auto Supply Co., 14 Columbus Ave., Boston, Mass.
Boston Cycle & Sundry Co., 48 Hanover St., Boston, Mass.
Gordon's Auto Supply Co., Elliott St., Boston, Mass.
Hub Auto Exchange, 141-145 Freeport St., Dorchester, Mass.
A. Baldwin & Co., cor. Camp and Common Sts., New Orleans, La.
Angier Company, 9-11 Dorrance St., Providence, R. I.
Waite Auto Supply Co., Providence, R. I.
Belcher & Loomis Hdw. Co., Providence, R. I.
Chanslor & Lyon Motor Supply Co., 542-6 Golden Gate Ave., San Francisco, Cal.
Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.
Powell Automobile Co., 2010 Farnum St., Omaha, Neb.
Archer, Coombs & Winters Co., Portland, Ore., 306 Oak St.
Monarch Machine Co., Des Moines, Iowa.
Union Supply Co., Toledo, Ohio.
Coughlin & Davis, 8th and Walnut Sts., Cincinnati, Ohio.
De Mooy Bros., 1831-37 55th St., Cleveland Ohio.
Chas. E. Miller, 406 Erie St., Cleveland, Ohio.
H. T. Hearsey Vehicle Co., 113-117 W. Market St., Indianapolis, Ind.
Milwaukee Auto Engine & Supply Co., 706-8 Winnebago St., Milwaukee, Wis.
Kilbourne & Clark Co., 307 First Ave., So., Seattle, Wash.
John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
Chas E. Miller, 227½ Jefferson Ave., Detroit, Mich.
Denver Auto Goods Co., Denver, Colo.
Page Engineering Co., 119-121 E. York St., Baltimore, Md.
Alexander-Elyea Co., 35 N. Pryor St. Atlanta, Ga.
Florida Gas Engine & Supply Co., Tampa, Fla.
Columbus Auto Supply Co., 342 So. High St., Columbus, Ohio.

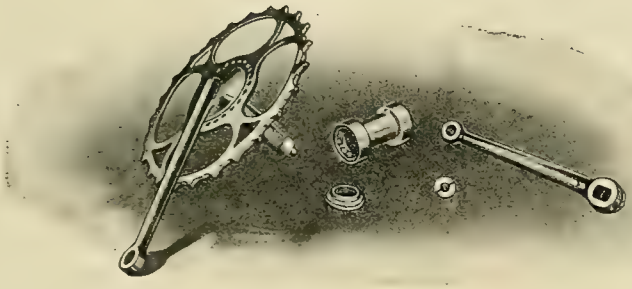
Cleveland Bicycles



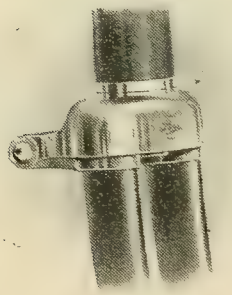
THE SWELL SPECIAL











THINK IT OVER!

There are more Pope High Grade Bicycles sold in this country than any other kind. This proves their popularity.

Practically all of the best racing men ride Pope Bicycles. This proves that Pope Bicycles are the strongest and most speedy, for if they are sufficiently strong and speedy for racing, they certainly have the same qualities for road work.

Cleveland Bicycles are easy running because of their correct design, the crank hanger construction, and their faultless bearings.

The sleeve in the crank hanger guarantees perfect alignment, one continuous ball seat, and absolutely perfect bearings.

Then, too, the bearings of all Pope Bicycles, the same now as for thirty years, are made just right, not only of the correct shape and size, but the process of case-hardening, (used only in Pope Bicycles), insures cases and cones that have a hard and lasting wearing surface, and a tough and durable core.

These are the most important features; in fact, the life of a bicycle, and it is admitted the world over that Pope bearings have no equal.

Write for catalogue and further details.

We want a live dealer where we are not already represented.
Satisfactory service guaranteed in every department.

POPE MANUFACTURING CO., Hartford, Conn.

"THE IDEAL"

What's in a Name?
Look up the Record of

The Ideal Plating Co.

THE PIONEERS IN
HANDLE BAR AND STEM CONSTRUCTION

Special Equipment for METAL POLISHING AND PLATING for the Trade

Western Representative—M. A. BRYTE, 832 Market St., San Francisco.
Chicago Representative—HASTINGS & ANDERSON, 116 Lake St.

Our growing business demanding more room, after 20 years in Boston,

WE MOVE
July 1, 1908
to
Marlboro, Mass.

NEW FACTORY
NEW MACHINERY
NEW LINES

CROWN CYCLE LA PORTE, IND.

CROWN BICYCLES

A FULL-JEWELLED LINE

Widely known, their worth is everywhere recognized.

FACTORS OF SUCCESS { QUALITY, QUANTITY, EXPERIENCE, AND MAKER'S RESPONSIBILITY

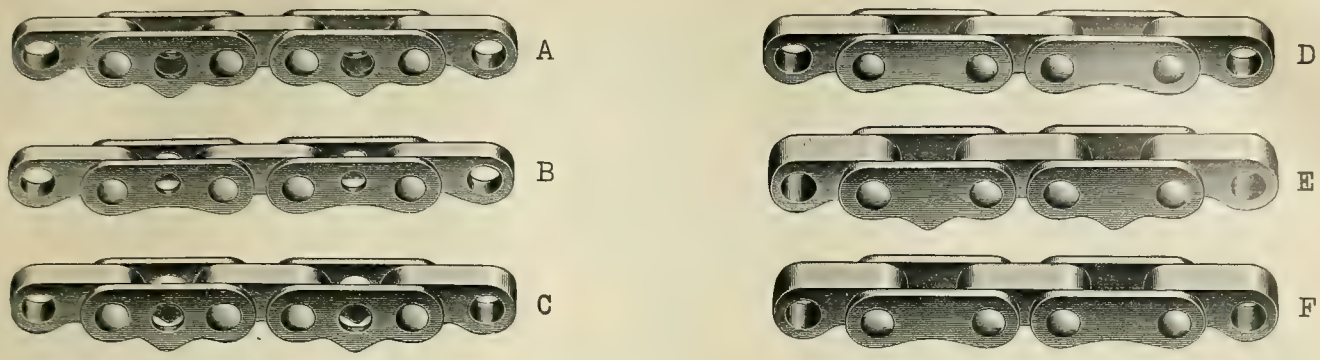
Unvarying quality, and a strict adherence to the most modern manufacturing practices, characterize all our product.
The LIVE dealer will find CROWN BICYCLES A LIVE PROPOSITION.

We also produce for the trade the famous

SINGLE PIECE FAUBER HANGER

Its reputation is world-wide; its use imperative on the best bicycles.

GREAT WESTERN MFG. CO., LA PORTE, IND.



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

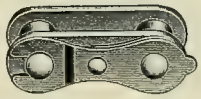
New ⅝-in. Pitch Chain

Roller or Bushing Type



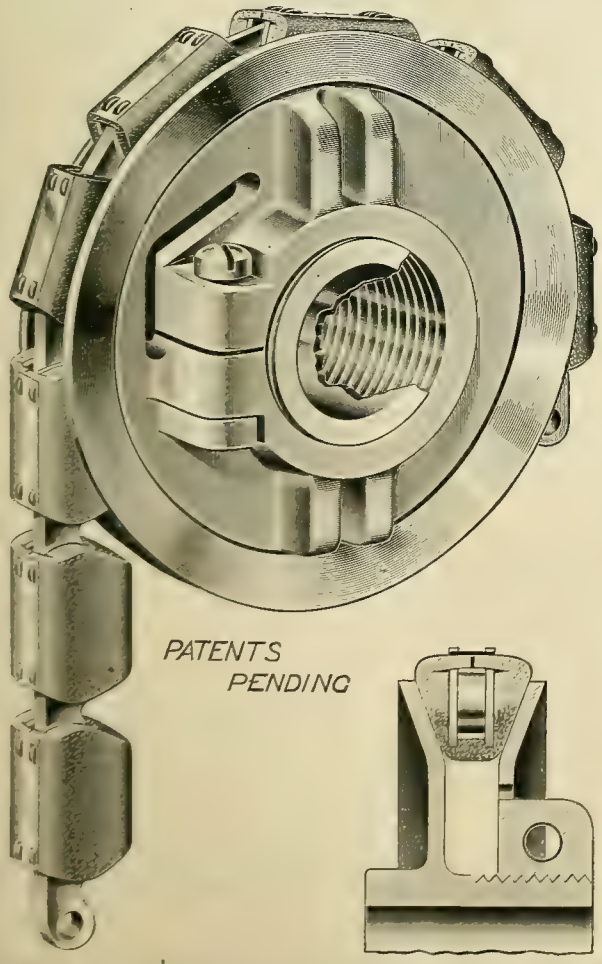
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

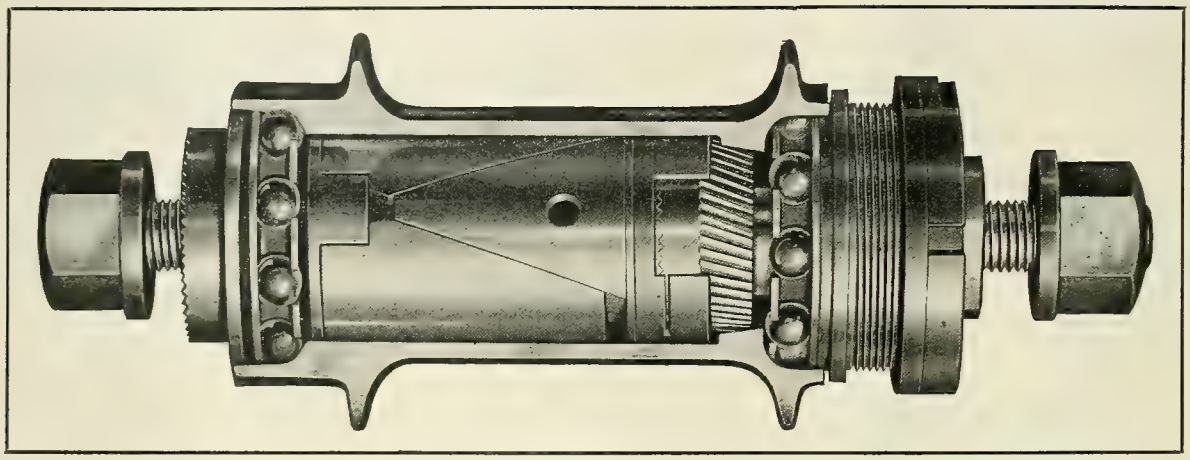
By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, June 13, 1908 | No. 12

POPE RECEIVERS RENDER REPORT

Interesting Figures Brought Out in Petition for Further Authority—Bicycle Plants Show Good Profits.

The report of the receivers of the Pope Mfg. Co., which accompanied their petition to the Chancery Court of New Jersey for permission to continue the business, proves to be an interesting document.

It discloses, among other things, that in addition to the claim for $787,987.84 filed against the Pope Motor Car Co., Toledo, Ohio, there is standing against the latter concern on the Pope Mfg. Co.'s books a debit of $1,000,000. The smaller amount, for which a claim has been legally filed, is for "moneys paid out for and advanced to the Pope Motor Car Co."; the round million is for a dividend declared by the latter company and later rescinded by its board of directors. No claim has been filed for the million dollars, but the time within which such a claim may be lodged with the courts does not expire until Monday next, 15th inst. There is no intimation, however, that such action will be taken.

The receivers report that they have made and disposed of 500 Pope-Hartford cars, and the operations at the Hartford factory since the appointment of receivers up to May 1st, 1908, have resulted in a net profit of approximately $215,890.20, and the profits for the year ending July 31st, 1908, have been estimated at the sum of $405,022.80.

Up to May 1st the Pope company's Westfield (Mass.) bicycle factory has earned a net profit of approximately $35,797.49, which it is believed will be increased to $69,399.47 by July 31st next. The Hagerstown (Md.) plant, which is used chiefly for building the Pope jobbing bicycles, had been carried on at a net profit of $17,546.85 up to May 1st.

On May 19th last, there was in the possession of the receivers appointed by the New Jersey court or by the ancillary courts in the various respective districts the following sums:

New Jersey	$405,041.70
Connecticut	338,061.22
Massachusetts (not including Internat'l Trust Co. $9,407.49)	54,530.12
Maryland	89,481.68
New York	4,135.06
Illinois	24,312.36

The receivers in all jurisdictions had on May 19, 1908, outstanding and uncollected:

Connecticut	$138,293.29
Massachusetts	119,484.42
Maryland	67,862.59
Illinois	7,416.91
New Jersey	24,607.27
	$357,664.48

In applying for permission to continue the business and to make plans and purchases for next season, the receivers recommend that they be authorized to manufacture 700 Pope-Hartford 1909 models and 50,000 bicycles. As stated in the Bicycling World last week, the hearing on their petition will be held June 17th.

Harley-Davidson to Invade New York.

Harley-Davidson motorcycles shortly will make their appearance on the New York market, arrangements for their representation having been completed. F. W. Thomas and H. T. Roberts, of Rochester, N. Y., are the men who will handle the well known western machine. They have formed the Thomas-Roberts Co., and came to New York City this week to establish themselves here; they now are seeking a location. They have been apportioned a large slice of Harley-Davidson territory—all of the New England States and that portion of New York State lying south of Utica.

Barnes to Manage B. & S. Sales.

Claire L. Barnes has been appointed sales manager of the Billings & Spencer Co., Hartford, Conn. Previously he occupied a similar office in the Detroit Steel Products Co. Barnes will "swing around the circle" traveled for so many years by Wallace B. Post, whose continued ill health has forced him to relinquish much of his activity.

CYCLE TRADE TO MEET IN CANADA

Niagara Falls Selected as Place for the Mid-summer Gathering—July 24th and 25th Named as the Dates.

Canada will be the scene of the American cycle trade's annual mid-summer gathering, in the promotion of which the Cycle Parts and Accessories Association has taken the initiative.

President Crosby has called a meeting of that association to occur July 24th and 25th, at Hotel Clifton, Niagara Falls, Ont., which, of course, is directly opposite Niagara Falls, N. Y. Needless to say it is within the roar of the falls themselves, of which Hotel Clifton affords a better view than any of the American hostelries. To perfect the arrangements for the meeting, President Crosby has appointed the following committee: W. J. Surre (Corbin Screw Corporation); Ralph D. Webster (Eclipse Machine Co.), and C. A. Persons (Persons Mfg. Co.), who are the men who had so much to do with making last year's gathering at Atlantic City such a glorious success.

It is expected that the Cycle Manufacturers' Association will, as usual, join with the C. P. A. A., the movement to that end being under way. It is generally understood, however, that the C. M. A. favors a seaside resort.

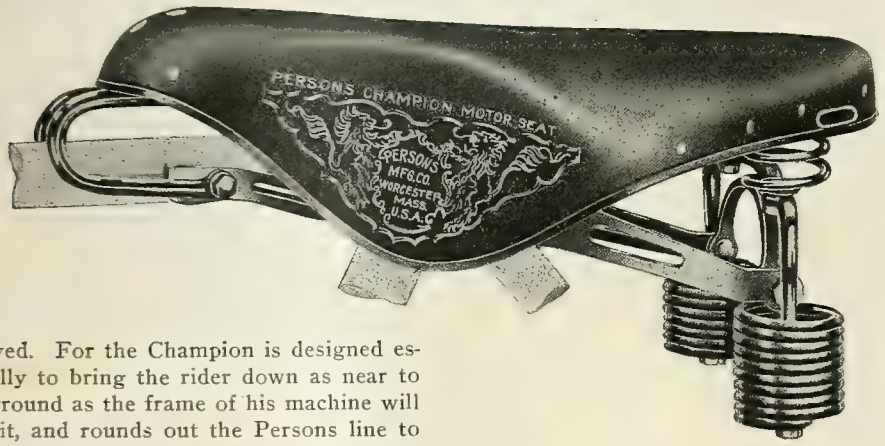
"Motorcycle Sections" at Both Shows.

Both of the rival New York automobile shows of 1909 have "motorcycle sections" included in their plans. The promoters of these two exhibitions who tried to "force the season" by holding the 1908 shows in October and November, 1907, have seen their error and as a result both of the forthcoming shows will be held in January next, the Palace function holding the boards from Dec. 31 to January 8, and the Garden show from January 16 to 23.

PERSONS COMPLETES HIS LINE

Finally Produces Motorcycle Saddle Affording Low Position, Also a Tool Kit, Commodious and Lockable.

If any sin could be charged to the Persons Mfg. Co. in the matter of its motorcycle saddles, it was a sin of omission rather than of commission, and related to the lack of a saddle affording the very low position desired by so many riders and such as is required for a number of recently designed motorcycles. In the new Champion Motor Seat, the very latest evolution of the brain of Charles A. Persons, this "sin" has been



relieved. For the Champion is designed especially to bring the rider down as near to the ground as the frame of his machine will permit, and rounds out the Persons line to completeness.

The task was not as easy as might be imagined. In certain machines, for example, the seat posts are inserted into the top tube from the rear, making vertical adjustment impossible, and requiring a saddle of peculiar construction, according to the old standards, in order to accommodate them. In other machines, it is necessary that the saddle shall come down astride the top tube in order to lower the seat to the point desired by many riders. Either of these requirements may be satisfied by the new arrangement.

The accompanying illustration reveals the manner in which this feature has been secured, by separating the two members of the truss, thus permitting the saddle itself literally to rest upon the frame. Persons compound springs are fitted, as in all other models produced at the Worcester (Mass.) factory, the use of both tension and compression members eliminating substantially all transmission of shock to the saddle itself. A noteworthy point in the hanging of the front spring is that it is attached to the truss back of its very end, while a stop incorporated in the truss prevents the spring from tilting upward under severe rebounding action.

Second only to the point of low adjustment, the design of the top is to be considered. In this respect the feelings of the rider have been given the closest attntion. The top is as wide as it is long. That is to say, the length of the seating surface is 12½ inches, while its extreme width also is 12½ inches. The skirts drop parallel and are guaranteed to keep their form, while the pommel is designed for absolute comfort. These features, coupled with the usual assets of all Persons constructions resulting from the use of material which is the very best, go to provide an offering which is certain to cause an unusual amount of "sitting up and taking notice."

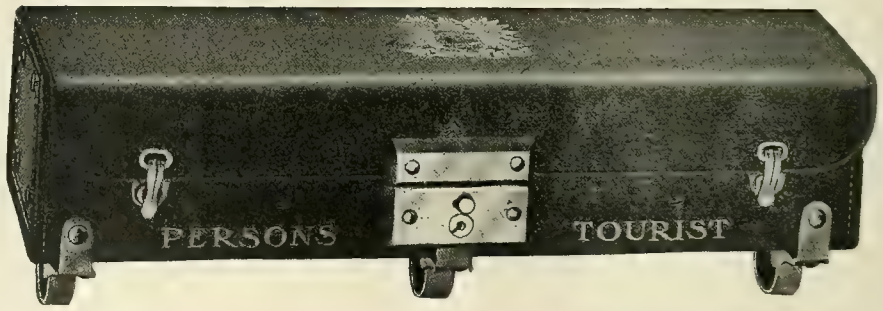
Knowing that a special grade of leather would be required for the purpose, the selection of suitable heavy steer hides was commenced last fall. Some of these weighed as much as 14 ounces to the square foot, and had been undergoing the old-fashioned oak-bark tanning process for nearly two years. The finishing process was then carried through with unusual care. When it is observed that the design has been under consideration for a year, and that the process of selecting and tanning the hides from which the tops are made, has been under way for almost half that period, there will be no question of the necessity of placing the price at the figure announced, which is $9.

Next to himself, the modern motorcyclist has come to look to the safety and well-being of those precious possessions, his tools and accessories. Charles A. Persons which is to say, the Persons Mfg. Co., besides caring for the comfort of the rider in building the Champion motor seat, also has catered to his peace of mind by providing quite the most sumptious receptacle for his tools that ever was made. It is superlative in construction and appearance; more than that, it is commodious; it is, in fact, the longest tool kit yet produced. But a feature which will recommend it to the average rider even more than either of these, is the fact that it is provided with a neat and effective flat key lock—and a real lock at that.

The dimensions of the Tourist Tool Kit, as it is called, are 3 by 3¼ inches, breadth and height, and 13¼ inches in length. This great volume as compared with other receptables which are called by the same name, is sufficient to accommodate a full set of tools and also will carry an inner tube, and sundry spare parts which ordinarily must be left behind when on tour, or carried in the rider's pockets. The advantages derivable from having these belongings safely stowed out of harm's way and out of the way of light fingers, cannot be too greatly magnified.

As a matter of course, the kit is a thing of beauty as well as of utility. It is made of the finest grade of sole leather, hand stitched, with double, reinforced ends, is secured to the frame by means of three nickled frame braces, so constructed that the nuts which secure them cannot jar loose; and has a couple of stout clasps to supplement the holding power of the lock. The kit in its fully embossed state, with trimmings polished and ready to be put into service, sells for $4.

For the purpose of introducing his latest products, Mr. Persons has fixed a special price which is sure to secure for them the desired attention. "The Champion Motor Seat is worth more than $9," as he puts it, "and the Tourist Tool Kit, more than $4,



but, purely for our love of the trade, we will permit ourselves to be separated from one of each upon receipt of remittance for $8; that is for $8, we will send both kit and saddle," which certainly is in the nature of an unusual bargain.

Webster Factory Remains in Boston.

The Webster Mfg. Co., makers of the Webster gasolene gauge, have not removed their plant to Marblehead, Mass., as was stated last week. It is Mr. Webster and his family who have located there. The factory remains and will remain at 251 Causeway street, Boston.

Kauffman Brings Novelties from Europe.

Carl Kauffman, manager of the Motor Car Equipment Co., New York, returned last week from his European visit. He brought with him several novelties in the motorcycle accessory line, his company having entered that field in all earnestness.

SYSTEM FOR TIMING THE MOTOR

Suggestions for Applying Known Method to Motorcycle Engines—How to Adapt It to Enclosed Fly Wheels.

Because of the difficulties encountered by the ordinary repairman in readjusting the timing of the valves and ignition mechanism of an engine which has been taken apart for purposes of overhauling, several automobile makers have adopted the practice of inscribing guide lines on the fly wheels of their motors which, when properly labelled form a positive and lasting record of the timing system employed, as well as one which the average mechanic or owner of no technical training is able to use without difficulty or tendency to confusion. Although the method is one which is not readily adaptible to all classes of motorcycle motor, it is perfectly evident that such a system would be of almost inestimable value to the owner, while its simplicity makes it difficult to see how the makers of motors of this type as well as those of greater power and complexity should not have adopted it long ago.

In the system as applied to automobile motors it is customary to inscribe a line on the fly wheel in such a position that it will come under a fixed pointer attached permanently to some part of the crank case or the frame, and will register exactly when the leading piston is on dead center. Several other lines are marked off similarly, each being labelled, "inlets 1-4 open," "exhausts 2-3 close," or whatever the sequence may be, their relation being such that they will register with the pointer at the instant when the valves are in the position indicated. Such a system, of course, establishes the timing once and for all, and makes it impossible to make mistakes so long as the guide lines are used intelligently.

With motorcycle motors of the outside fly wheel type, the same system might be put into effect without any trouble. Six lines only would be required for a single cylinder motor, one each corresponding to the opening and closing points of the two valves, one to the firing point of the ignition system for the retard position, and one corresponding to the dead center of piston travel, which may be checked from time to time to prove the system correct. For motors of two or more cylinders, of course a greater number of marks would be required, depending upon the number and angular relation to the cylinders. Similarly, motors having automatic valves would be timed by means of four lines.

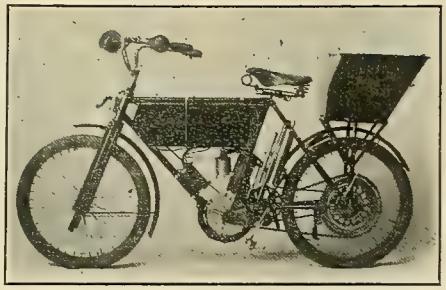
For motors having enclosed fly wheels, such a system could not be used as readily, since it would be impossible to get at the fly wheel in most instances, without dismantling the crank case, thus making valve timing impossible. A method of getting around this difficulty, which would appear to be perfectly feasible, however, would be to employ a series of small holes drilled into the rim in the proper relation, using in conjunction with them a small locking pin which could be slipped through a hole in the side of the crank case for the purpose. The hole, of course, would be closed with a small plug under ordinary circumstances, and the device would then correspond very closely to a method employed in timing some types of magneto.

When timing the motor, the plug would be withdrawn, the piston brought to the top of its stroke, and the crank shaft turned over slowly until the key or pin slipped into the hole corresponding to the position of dead center. By releasing the key, and turning over the motor slowly until it slipped into the second hole in order, the position for the opening of the exhaust valve, say, would be located. The third hole arrived at would locate the position at which the exhaust valve should close, and so on through the cycle.

Obviously, by establishing permanent locations for the crank shaft for each of the several events which are controlled by the timing, a great deal of labor and time would be saved on all repair work, while the chance of mistakes in timing, as well as of damage to the motor from this cause, would be done away with entirely. The expense of arranging such a system, of course, would be very small.

Motor Bicycle for Butcher's Deliveries.

Motor bicycles, as a means for parcel deliveries, are gaining in popularity with merchants who are coming to a realization of the fact that these useful machines may



be made to enlarge their trade. The accompanying illustration of a Torpedo motor bicycle, equipped with a parcels box, is an interesting example. It is employed by Butcher Wordlinger, of Geneseo, Ill., and it follows that his business has increased to a large degree since the motor bicycle has been used. He is able to make quick or special deliveries and to serve three or four customers where before he could serve but one.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

NEW PROCESS FOR RUST-PROOFING

"Cosletting" a Method of Effecting Chemical Change in the Metal's Surface—Applicable to Many Uses.

Of the great number of processes for anti-rust treatment of metals, all, or nearly all which have been developed up to this time depend on the coating of the surface in some manner so that the air and moisture which produce rust, shall be excluded. A novel system which has recently been developed in England, follows this principle insofar as the coating of the surface is concerned, but derives the non-oxidizing jacket directly from the metal itself, a very thin outer layer of which is altered chemically for this purpose, without altering the quality of the main body of metal. It is known as the Cosletting process, and is the invention of T. W. Coslett, of Birmingham.

A lecturer before the Birmingham University Metallurgical Society recently described the process as consisting "in immersing the article in a hot phosphorized solution together with an iron compound. The surface of the iron is converted into a mixture of ferrous and ferric phosphates, and presents a pleasing dull-black appearance. This process makes the iron highly resistant to corrosion, and is being applied to all kinds of light engineering work, such as cycle frames, gun-barrels, stampings, and press work."

"The invention is of both scientific and commercial importance, since it establishes the fact that under certain conditions iron will absorb phosphorus just as it absorbs carbon in the cementation process," comments a foreign periodical in reference to it. "The phosphorus, however, does not enter into the structure of the metal, but only penetrates the surface to a fractional degree, yet sufficiently to render it immune from rusting influence. The inventor has clearly established this fact by the action of the process upon steel springs of the most delicate description, which when treated retain their resilient and other essential properties. That it is not a mere coating is proved by the effect of the process upon the threads of fine screws, which run just as freely after treatment as before. The accuracy even of the micrometer gauge is not impaired in any way by the Coslettising process. . . . .

"The articles intended for treatment are immersed in a chemical bath for three or four hours, which is maintained at boiling point. They are then withdrawn and placed in a stove or other drying apparatus for a few minutes at a temperature of 212 degrees Fahr. They are then oiled, and the process is complete. The cost of the solution is less than a farthing (½ cent) per gallon, and the utensils employed are of the crudest description."

EXTRAORDINARY TIRES



at ordinary prices is a not inapt description of

AJAX TIRES

¶ Very many of the men who sell bicycles and of those who ride them already have discovered the great truth A two-cent stamp will assist your discovery.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

MOTORCYCLE SADDLE FOR BICYCLE RIDERS



PERSONS MOTOR SEAT No. 2

Motorcyclists are familiar with it and know its true worth and it has been found that as a saddle for

Heavyweight Riders of Pedal Propelled Bicycles

it is "just the thing." The heavy man requires more comfort and to obtain it must have something special, and this saddle fills that long felt want.

IT IS OF PERSONS QUALITY—ENOUGH SAID!

Price and Particulars mailed on request.

THE PERSONS MANUFACTURING CO., - - - Worcester, Mass.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 13, 1908.

For an American Olympic Team.

Now that an almost eleventh hour opportunity exists, it is hoped that enough of those interested in cycling, whether in the trade or out of it, will prove themselves possessed of sufficient red blood to assure the sending of an American bicycle team to the Olympic games in London.

Due almost wholly to the enthusiastic efforts of one man, actuated wholly by love of the sport, a team of four cycling amateurs—professionals are not eligible to compete in the games—has been placed on the supplementary list of America's nominations. As the athletes named on this list are only second and third-raters, who, at best, can be expected to earn points for second or third places, the cyclists almost certainly will have first call if sufficient funds are obtained to increase the American representation. As the American delegation will sail on June 27th, a strong effort and a quick one, is necessary if the bicycle team is to be included.

For the glory of the country and that the whole world may learn that the American bicycle is very much alive, so to speak, trade rivalry and all else well may be dismissed from all minds. Let all who are able to do so give as much or as little as is within individual means. It is not necessary that the entire $1,300—the amount necessary to send a team of four men—be contributed by the cycling interests; but there is no doubt that if these interests "chip in" in sufficient numbers, that it will have potent influence on the Olympic committee.

Manufacturers, clubs and individuals should rise to the occasion. Subscriptions should be forwarded to Julian W. Curtiss, treasurer, 126 Nassau street, New York, and it should be made known that such subscriptions are designed to apply to the expenses of the bicycle team. Whoever gives, must give quickly or the purpose to be served will be defeated.

The Theft of Motorcycles.

While bicycle thieving long has been a recognized industry amongst certain classes of the underworld, the theft of motorcycles has been a more or less uncommon occurrence until very recently. In the not distant past the theft of a power driven bicycle involved the possession of certain mechanical knowledge, on the part of the thief, which was not commonly possessed by the class of individuals who live or partly live by the acquisition of the property of others. But with motorcycles coming into more general use the mechanical principles with which they are operated have become familiar to very many persons and naturally among the large number who understand, in manner and form, the principles of the control, the purloining of the power machine does not present a difficult problem, provided only that the opportunity for theft presents itself.

During the present year the number of motorcycles which have been stolen has increased to an amazing extent. Obviously this increase indicates either an abnormal ingenuity on the part of thieves for making the opportunities for theft, or an amazing carelessness on the part of owners to effect some simple safeguard to continue them in the possession of their property. Whatever the reason, the effect is the same, i. e., that motorcycles are becoming, if they have not already become, the means of furnishing an income for a rapidly increasing number of crooks.

But, strange as it may seem, the reports of stolen motorcycles do not usually state that the machines were taken in an unguarded moment. On the contrary, and improbable as the statement may appear, the thief often makes the opportunity through the gullibility of the owner of the machine. Usually the method employed is for the thief to pose as a prospective purchaser; he seeks either dealer or private owner and explains that he is in the market for a machine. With a confidence in human nature which no other class of merchants possess, the dealer or owner permits the stranger to take the machine, and, unattended by anyone connected with the establishment, to go forth on a "demonstrating ride," and when the motorcycle is not returned, then and only then the realization comes of being "stung." In one recent instance, however, the dealer who accompanied the culprit rode a pedal propelled bicycle, which suggests that it requires a motorcycle to catch a motorcycle.

Why this lax method of trusting strangers with expensive and easily disposed of property should prevail, is not easily determined. The way of avoiding the risk of losing the machine is to accompany the prospective purchaser during the ride. If he is honest, the stranger, instead of resenting the espionage, will welcome it, as it will give the opportunity for such questions as the action of the machinery may suggest. The owner, too, is placed in an advantageous position, as he can more easily encourage the other's enthusiasm and call attention to the particular features of the motorcycle which he thinks will meet with the rider's approval.

While some thefts are unavoidable, the percentage of machines that are taken under cover of darkness, or under conditions for which no one is responsible, is small when compared with the number that are stolen through the carelessness or even assistance of the rightful owner. Second-hand motorcycles bring so much better prices than second-hand bicycles that they are likely to receive constantly increasing attention from the thieving gentry.

"Enclosed please find check for one year's subscription for the Bicycling World to be sent to Schafer Bros., Westfield, N. Y., commencing with the annual spring number. This is a new firm my brother Charles and myself have established there. I do not believe any bicycle store is complete that does not regularly receive at least one copy of the Bicycling World."—Henry Schafer, Dunkirk, N. Y.

COMPLETING DETAILS OF THE MEET

Racing Coctume Compulsory on Track—Rules for the Economy Contest—Their Wives Embarrass Two Chairmen.

Work on the Paterson (N. J) Stadium track, on which the F. A. M. national championship meet will be held July 4th, is now well advanced. It will be sufficiently completed to permit of training by the end of next week. According to the entry blanks, which may be had of Roland Douglas, chairman, 317 West street, New York, entrants will be required to present themselves at the Stadium during the forenoon of the 4th to demonstrate their ability safely to negotiate the track. Douglas also has served notice that contestants must look the part, i. e., must be attired like racing men. Leather coats, long trousers and shirt sleeves will be tabooed. Jerseys and leggins or full tights will be compulsory, and every entrant who does not properly fill in his entry blank will have it returned to him.

For the 50 miles economy test on Long Island roads, which will form the early morning feature of the F. A. M. meet on July 3d, the three classes arranged will be as follows:

Class I.—Riders of motorcycles with engines of 21.20 cubic inches piston displacement and under.

Class II.—Riders of motorcycles with engines over 21.20 cubic inches piston displacement, and not exceeding 30.50 cubic inches.

Class III.—Riders of motorcycles with engines over 30.50 cubic inches piston displacement, and not exceeding 61 cubic inches.

In addition to other awards, special prizes in each class will be given for the best performances by private owners.

Gasolene will be furnished the contestants by the committee without cost, and no other will be permitted to be used, and no stop for replenishment may be made, except at the official station in Roslyn. No pedaling will be permitted on the Roslyn hill, under penalty of 8 ounces added in Classes I and II, and 16 ounces (one pint) in Class III.

The entry lists for the race meet and economy test will close June 25th. After that date, the entry fee will be doubled—a fact which may quicken the appreciation of the usually coy and crafty post entrant.

The chowder party which will follow the economy contest finally has been fixed to occur at Huntington Harbor, a short sprint from Roslyn. It will be served in a grove on the shore of the harbor and there will be very much more than chowder to tickle palates.

The tilting tournament at Roslyn which will precede the "smokefest" and high old time on the night of the 2d, has caused some embarrassment to R. S. Morton, chairman of the entertainment committee, and H. J. Wehman, chairman of the publications committee. Both men own wives and tri-cars and the former expect to occupy the front seats of the latter and to tilt for the prizes, and they have demanded that their husbands do the driving. The husbands are loth to do so, since they are officials of the meet and do not think they should compete. This is bad enough, but to complicate matters, Mrs. Morton has informed Mr. Morton that she expects him to give her a clue as to which of the suspended bags contains the diamond ring so that she may spear it, while Wehman has confided to a few intimates that his wife has asked him for the same information. Neither man knows exactly "where he is at." But as but one diamond ring will be hung up, some one must be disappointed, although there will be no lack of other prizes, some of them genuinely novel.

Rating and Winnings of the Riders.

Last Sunday's meet at the Newark Velodrome resulted in a change in the standing of the riders competing there. Walter Bardgett, of Buffalo, jumping from third to first place, with a total of 22 points. Joe Fogler, of Brooklyn, drops from first to second place with 20 points, while Krebs steps down from second to third place. Kramer and Bedell retain their respective positions of fourth and fifth, but E. F. Root made a gain of 8 points, which places him with the "big six," as the riders who have more than one figure in points are called. The standing of the amateurs remains unchanged, with the exception that Cameron still more solidly entrenched himself in first position by gaining 10 points, which places him far and away ahead of the field.

Professional.

	Place					Winnings
	1st	2d	3d	4th	Pts	
Joe Fogler	2	3	0	1	20	$216
Floyd Krebs	2	2	1	1	19	130
Walter Bardgett	3	1	2	0	22	191
F. L. Kramer	3	0	0	1	16	150
John Bedell	1	1	2	2	14	130
Geo. Wiley	0	2	1	0	8	62
E. F. Root	1	2	1	0	13	90
N. M. Anderson	0	0	1	1	3	43
Pat Logan	0	1	2	0	7	60
Jas. F. Moran	0	0	1	0	2	61
Oliver Dorlon	0	0	0	2	2	19
Saxon Williams	0	0	0	0	0	21
J. T. Halligan	0	0	0	1	1	28
Seven others						30
Total						$1,231

Amateurs.

Geo. Cameron	5	1	0	0	28	$175
Oscar Goerke	1	4	0	0	17	110
Fred Hill	1	0	1	0	7	40
John Brennan	1	0	1	0	7	40
Dave Mackay	1	0	0	0	5	225
James Zanes	1	0	0	0	5	30
Adam Beyerman	0	1	0	0	3	35
Owen J. Devine	0	1	0	0	3	20
Joe Novak	0	1	0	0	3	15
Jacob Magin	0	1	0	0	3	20
Ernest Jokus	0	0	1	0	2	10
J. B. Hawkins	0	0	1	0	2	10
M. VandenDries	0	0	1	0	2	10
A. R. Wilcox	0	0	1	0	2	10
F. W. Jones	0	0	1	0	2	10
Thos. Smith	0	0	1	0	2	10
M. Cahill	0	0	0	1	1	5
W. Vanden Dries	0	0	1	0	2	10
M. Journay	0	0	0	1	1	5
Peter Droback	0	0	0	0	0	15
Charles Stern	0	0	1	0	2	10
Martin Kessler	0	1	0	0	3	20
Total						$835

COMING EVENTS

June 13, St. Louis, Mo.—St. Louis Cycling Club's 15 miles handicap Forest Park road race; open.

June 26-27, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet.

June 30, Wilkes-Barre, Pa.—Wilkes-Barre Motorcycle Club's race meet.

June 21, St. Louis, Mo.—Southwestern Racing Association's bicycle and motorcycle hill climbing contests on Kimmswick hill.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 4, Los Angeles—Opening meet on eight lap saucer track at Seals Garden park.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 45 miles handicap road race over Egg Harbor-Mays Landing course; open.

July 5, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

July 6, New York City—Start of F. A. M. Western District's touring contest.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"
ARRANGE YOUR VACATION
so that it will include the
F. A. M. ANNUAL MEET,
NEW YORK, JULY 1, 2, 3, and 4, 1908.
Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.

For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

MESSAGE BOY WINS DERBY

Syracuse Lad Captures Irvington-Millburn and Philadelphian Annexes the Time Prize—Kopsky's Great Ride and Hard Luck.

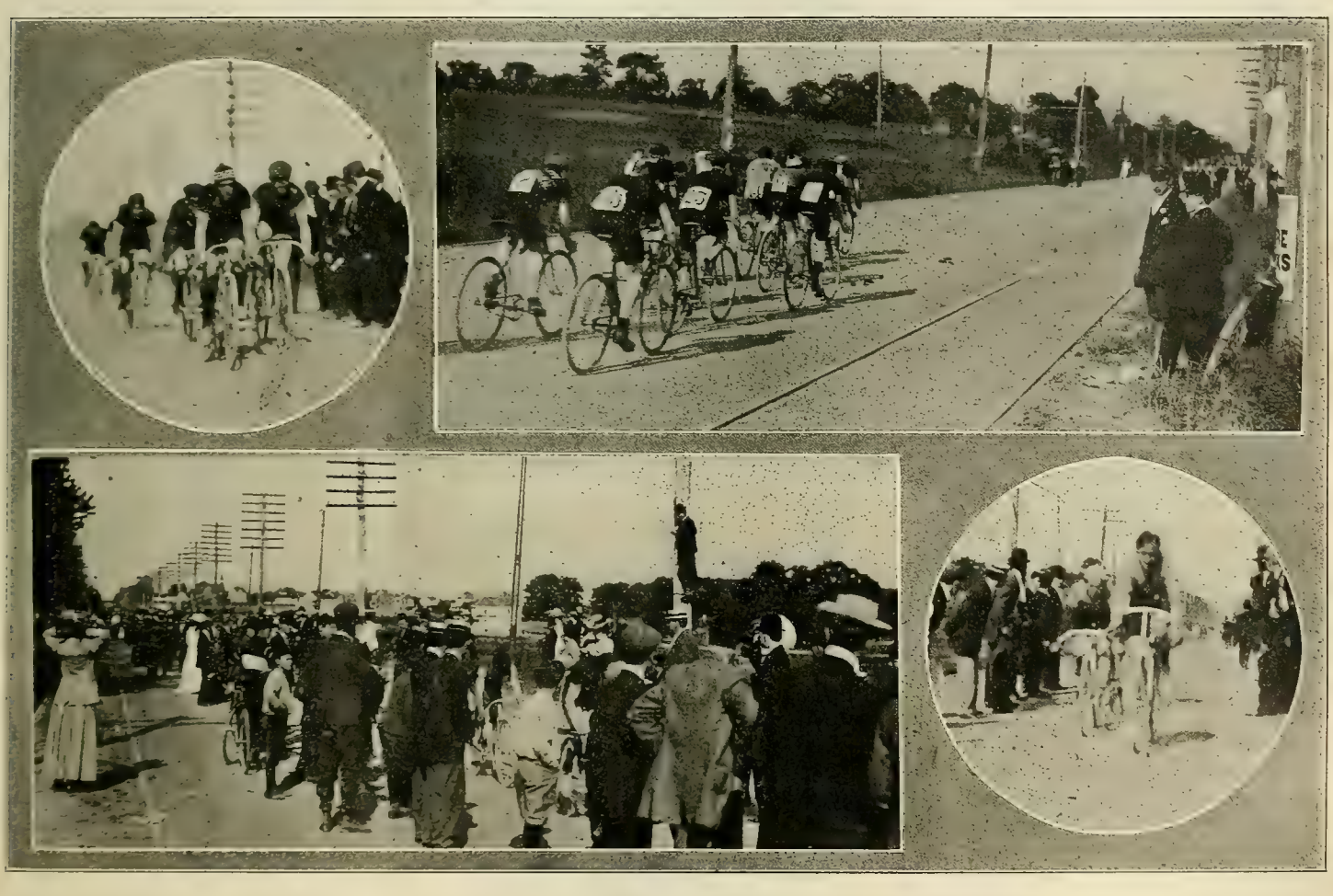
All the messenger boys in Syracuse, N. Y., quit work shortly before 6 o'clock last Saturday afternoon, 6th inst. Not a message could be delivered that night and the different branch managers had to play messengers themselves or else hire passing boys to "tote" dispatches. It wasn't exactly a strike on the part of the winged-foot mercuries that caused them to knock off work before the accustomed time. It was the receipt of an associated press dispatch from Newark, N. J., which read:

"George Lockner, a Syracuse messenger boy, won the 20th annual Irvington-Millburn road race over the famous course to-day. He started with a handicap of 4½ minutes and finished first in 1 hour 12 minutes."

Which explains why the Syracuse messengers went out and—celebrated.

It really was a remarkable race—the twentieth annual Irvington-Millburn, held over a five miles course between the New Jersey towns of those names last Saturday, 6th inst. The race had been postponed from Decoration Day, but despite the fact 70 riders started. George Lockner, the winner, is a Syracuse messenger boy, 17 years of age. He was born in that city August 31, that many years ago, and it is recorded in the family Bible that his name is "George Timothy Lockner." Three years ago George Timothy began to ride a bicycle at the same time he entered the service of the Postal Telegraph company. That same year on the 4th of July young Lockner won a 10 miles handicap road race from the 6 minutes mark. Later in the season he finished third in a race of the same distance. That was all he ever did in the way of fast riding until in August he "beat" his way on freight cars from Syracuse to Atlantic City to compete in the big Industrial handicap. In that race Lockner was with the leaders until he fell. George Wiley used to be a Syracuse messenger boy before he became a professional cash chaser and so when he sent young Lockner word to come down and try for the Irvington-Millburn, the latter scraped together enough money to express his bicycle to Newark, and he boarded the next fast freight, arriving in Newark several days later, dirty and hungry, but with determination to go out and win. All of this preamble is merely to show what kond riders started. George Lockner, the winner, of a fellow Lockner is—the kind who deserves to win in a race of any sort, and has the stuff in him to get along anywhere. Modest as a bashful girl, the little fellow hardly could be gotten to talk about himself after winning the blue ribbon even of cycledom. Five minutes after he had won a brilliant victory in a great sprint, when everyone was singing his praises, Lockner slunk around the back way to avoid congratulations—and the army of photographers.

William Richard Stroud was born in Pittsburg a great many years before Lockner saw the light; later, he moved to Philadelphia and settled down. He is married and has a number of children, but he has never forsaken his first and greatest love—the bicycle. There has not been a cycling movement started in Philadelphia for a decade but what Stroud has been the leader of it, and there never is a race in that locality but that Stroud rides in it—"just for the fun of the thing," as he expresses it. Stroud has ridden in many races, but in none of them did he ever earn the honor and glory that was his in the Irvington-Millburn last Saturday. Stroud shattered all traditions that Philadelphia is slow and also one of the traditions of the time-honored race by winning the time prize from the three-minute mark; the scratch men were not in it. Like Lockner, Stroud hurried away to avoid the handshakes of the



SCENES INCIDENT TO THE IRVINGTON-MILLBURN ROAD RACE

populace. Straight through the crowd he walked, straight to where a little woman stood, where she had been watching the riders in that last mad spurt across the tape. He picked her up in his arms and—what was said, is nobody's business—for there was no one gladder than she that Stroud had won the race, for she was his wife.

Some heroes fight a good battle only to lose out in the final reckoning. They are momentarily forgotten in the mad rush to pay homage to other heroes, but their deeds live after them. Such a hero was Joseph Kopsky, of the Tiger Wheelmen of New York. After being away from New York City and bicycle racing for about three years, Kopsky returned and trained for the Irvington-Millburn. He trained faithfully and it was he who made the race; he who did more than his share in setting the pace so that the three-minute men were enabled to defeat the scratch men for the time honors. It was Kopsky who was in front all the time and who, when 20 of the 25 miles had bee covered, looked the winner of both first place and time honors. At 23 miles one of the competitors in front suddenly swerved and Kopsky shot over him, landing on his face on the stone covered road. Twenty-three miles of plucky plugging and a badly cut face and arms as the reward! It surely was hard luck! But though the prize was not his, Kopsky was not robbed of the honor that was due him for his magnificent ride—he was awarded the Will R. Pitman prize for the most meritorious ride, and Lockner and Stroud, the other two heroes of the race, were the first to pay him the honor due. Lockner said:

"I saw No. 90 (Kopsky) fall and I was genuinely sorry. He rode a magnificent race and might have beaten me in the final sprint. I am sorry he did not have a chance to try."

And Stroud, generous Stroud, said:

"In the 10 years that I have been actively interested in bicycle racing I have been given to understand that the Irvington-Millburn is the real road race for real bicycle riders. I am fully convinced of that and also of the fact that it is the most severe test on riders, machines and equipment. I have but one regret—that Kopsky, unknown to me prior to the race except by reputation, should lose through his mixup in the spill at the 22½ miles turn such a brilliant opportunity so deservedly earned by his generalship and all-around ability as a real bicycle rider."

The race was late in starting last Saturday afternoon. Some of the scratch men did not want to ride because there was only one bicycle for time prize—to their credit, be it said, the Eifler brothers were not among the kickers—and the South Orange township officials wanted an additional $25 from the Bay View Wheelmen, the promoters, to pay for policing. They would not let the race start until finally "Dick" Stern, upon whom most of the work of arranging the race had fallen, compromised at $15, which amount, to end the difficulty, was paid under protest.

It was exactly 3:45 p. m. when Starter Abinette fired the pistol that started the limit men, 7½ minutes, on their 25 miles grind over the hilly road between Irvington and Millburn. Referee Will R. Pitman had given the riders their final instructions and assisted the officials in clearing the road before the limit men got the word to go. After that the succeeding bunches got away in short order and the officials sat back to await their return from Irvington, 2½ miles from the starting point, and which marked five miles of the race.



GEORGE LOCKNER, WINNER OF THE RACE



W. R. STROUD, TIME PRIZE WINNER

One of the features of the race was the unusually large crowds that watched it. There were probably 4,000 people at the starting point, half way between Irvington and Millburn, while that part of the course from the starting and finishing point to Irvington was almost a continuous line of humanity. There were big crowds at Maplewood and Millburn, too, so that it would not be placing too high an estimate to say that probably 20,000 persons saw the race from one point or another.

Three of the long mark divisions had bunched at the end of five miles and the procession was headed by F. H. Arnold, of the Bay View Wheelmen, with J. Fehrman, of the Empire City Wheelmen in second position, and Paul Demans of the same club close behind. Their time was 13 minutes. It was seen that the three-minute men were riding fast when they had completed this first leg of the course. The bunch consisted of Kopsky, Stroud, Courtney Peer, Carl Ericson, J. Brennan, Jerome Steinert, W. Morton, and Philip Kury. Wm. F. Ivy, a big negro from Bridgeport, who came disguised as an automobile, had started with this division, but had been shaken off in the first five miles. Tommy Smith led the scratch bunch at the end of the five miles, but the scratch men's time was 20 seconds slower than that made by the 3-minute markers, who covered the dusty stretch in 12 minutes flat.

There were 12 men in the leading bunch when they returned from Millburn for the first time, having covered ten miles, and Paul C. Heidrich, of Dobbs Ferry, N. Y., led the dozen. Fehrman and Arnold headed the three minute men and Hill led the scratch bunch, the time of the latter for ten miles being 28:10, with the three minute men about 25 seconds faster. Several riders were put out of the running in the first ten miles, among them being William Wehner of the Bay View Wheelmen, with a puncture; Otto Sanger, of Ardsley, N. Y., also with a puncture; John Kusick, of Kearney; Charles V. Svenson, of Belleville; Max Kruger, of Newark, and Charles Vandeveer, of Crawford, the latter being a negro.

There were only nine men in the leading group at the end of 15 miles, with Heidrich, Demans, Herman Lind, and William Heitman leading, but when a big bunch of 18 riders came along a few minutes later it was seen that the race would result in a sprint at the finish. Hill was at the head of the scratch bunch when it passed, in 41 minutes.

With the exception of the scratch men, who had been quarreling among themselves as to who should set pace, all the riders had bunched before 20 miles. When this point was passed Kopsky led the procession, Steinert was second and Stroud next, with about 25 riders strung out behind them. Drobach, a sturdy Boston youngster, was sandwiched between the big bunch and the scratch men, riding alone. He had two punctures, but was bravely going it alone. Ed Heer quit at 20 miles. Heer won the race last year and was with the scratch men. His chain jumped twice

but Herr did not quit until his tire finally blew up.

The mixup in which Kopsky met his Waterloo occurred just after the last Irvington turn, 22½ miles. Kopsky had just relinquished the lead to some other rider, when the latter suddenly swerved in front of Kopsky and he went down, with seven others piled on top of him. Franklin Fisher of Brooklyn, was one of the unfortunates. Fisher had ridden a strong race up to this point.

About an eighth of a mile from the finish one little rider in black suddenly jumped out from the bunch and started to sprint for the tape. It was Lockner, and the way he made the pedals fly was a sight worth beholding. His finish was not one of the exhausted kind that have marked so many Irvington-Millburn races—the kind where the rider falls from his wheel from sheer fatigue immediately after crossing the line. Lockner's finish was not of this sort. He crossed the tape riding faster perhaps than he had ever ridden in his life, and ten yards back of him came the rest of the bunch, huddled together and fighting for an opening. Herman L. Lind, with six minutes handicap, had the best finishing sprint of the others and he beat Watson J. Kluczek, 3½ minutes, by a half wheel's length. Close up, so close that a blanket could have covered them all, came Stroud, Allen, Steinert, Derman, Kays, Arnold and Messner, and the others followed. Although they did not win the time prize the finish between the scratch men was exciting. Frank Eifler beat Hill, of Boston, by a narrow margin, A. R. Wilcox was third, Joe Eifler fourth, Charles Mock fifth and L. J. Weintz sixth. Because of the dusty roads the record of 1:07:42 was never in danger of being broken. The fastest time, made by Stroud, was 1:10:31⅗. The summary:

Place Winners.

Pos.	Rider and Club.	Handicap.	Time.
1	George T. Lockner, Syracuse	4:30	1:12:00
2	H. L. Lind, Empire City Wheelmen	6:00	1:13:56
3	Watson J. Kluczek, West Orange	3:30	1:11:01⅕
4	W. R. Stroud, Philadelphia	3:00	1:10:31⅗
5	Archie Allen, Brower Wheelmen	6:30	1:14:02
6	Jerome Steinert, Hicksville, L. I.	3:00	1:10:54
7	P. Derman, Brooklyn	6:30	1:15:06
8	E. C. Kays, National Turn Verein Wheelmen	5:00	1:14:07
9	F. H. Arnold, Bay View Wheelmen	7:00	1:15:50
10	W. Messler, Newark, N. J.	5:00	1:13:55
11	George Lotsey, Bay View Wheelmen	5:00	1:14:00
12	John Dean, Eatontown	5:30	1:15:05
13	C. F. Ericson, Empire City Wheelmen	3:00	1:12:36
14	M. Mehrbauer, Union Hill	5:00	1:14:37
15	Joe Noe, Jersey City	4:30	1:14:25
16	W. Fehrman, Empire City Wheelman	7:30	1:17:35
17	John Becht, Brooklyn	5:00	1:15:12
18	G. H. Barnes, Ramapo, N. Y.	5:00	1:15:34
19	J. Schuster, Brooklyn	4:30	1:16:00
20	Richard Andres, Bay View Wheelmen	7:00	1:18:55
21	Louis Sanders, Empire City Wheelmen	5:00	1:16:57
22	Frank Blatz, Jersey City	6:00	1:18:04
23	W. Morton, Nat. Turn Verein Wheelmen	3:00	1:15:07
24	J. J. Husse, Bay View Wheelmen	7:30	1:19:38
25	F. W. Eifler, C. R. C. A.	scratch	1:12:10
26	Fred Hill, Boston, Mass.	scratch	1:12:18
27	A. R. Wilcox, Brooklyn	scratch	1:12:19
28	J. M. Eifler, C. R. C. A.	scratch	1:12:19
29	Charles Mock, C. R. C. of A.	scratch	1:12:34
30	L. J. Weintz, New York A. C.	scratch	1:12:35

Time Prize Winners.

1	W. R. Stroud, Philedalphia	3:00	1:10:31⅗
2	Jerome Steinert, Hicksville, L. I.	3:00	1:10:54
3	Watson J. Kluczek, West Orange	3:30	1:11:01⅕
4	George T. Lockner, Syracuse	4:30	1:12:00
5	F. W. Eifler, C. R. C. A.	scratch	1:12:10
6	Fred Hill, Boston, Mass.	scratch	1:12:18
7	A. R. Wilcox, Brooklyn	scratch	1:12:19

Card for First Madison Square Meet.

Madison Square Garden will open for the season on Monday night, 22d inst., with a strong card of six events—three professional and that many amateur. Carpenters are at work building the ten lap track and it will be completed early next week, so that the riders will have several days in which to acquaint themselves with its banks and stretches.

P. T. Powers, of course, will be the promoter, and he has showed his wisdom by signing all the riders in this section. Powers secured blanket entries from all the riders by agreeing to run so many meets in the Garden and others at Asbury Park, N. J., with not less than $300 in prizes for the professionals at each meet. At the Vailsburg management has signed only Kramer, and Lawson, who is in Salt Lake, and has not agreed to give at least $300 for each meet, it is likely they will have to meet Powers' offer in order to retain the riders in Zion.

An unusually attractive card has been arranged for the opening meet. There will be a five miles professional lap race and a half mile handicap for the cash chasers, in addition to a tandem race to be run in three heats, with three teams in each, the winning team to qualify for the final. The professional prize money amounts to more than $350. Three amateur races also are on the bill, consisting of a half mile novice, a half mile open and a one mile handicap.

Powers plans to hold a meet at the Garden every Monday night, and at Asbury Park every Saturday afternoon, if bicycle racing "takes on" with the seashore resorters. The opening meet at Asbury Park will be held on July 4th, on the third mile dirt track at Monmouth Park, just the other side of the North Asbury Park station.

The National Cycling Association's circuit championship will start with the Asbury Park meet, the distance of the initial 1908 championship being one-third mile. The prize money is $50, $25, $15 and $10, with $5 to the winners of the trial heats, $5 to the winners of the semi-finals, and $5 each to the third and fourth men in the semi-final heats. The other pro events will be a mile handicap and a two-thirds consolation. The amateur events are a two-thirds mile novice, one mile handicap and one-third mile open. Entries for the Asbury Park meet close with P. T. Powers, 508 Flatiron Building, New York, July 1st.

Gable First in Vallamont Hill Climb.

One event for motorcycles was included in the Williamsport (Pa.) Automobile Club's hill climbing contest on Vallamont hill, June 6th. It was won by Gable (Indian), in 2:13⅗. Archie Wemple (Reliance) was second.

New Ruling on Right to the Road.

Because cycling is nearer to pedestrianism than automobiling or equestrianism or driving, the bicycle rider has a prior right to the streets over the horse or the motor car. With this unusual ruling, Judge Lueders last week continued the case of a chauffeur in Cincinnati who had been arrested for reckless driving after the car of which he was in charge had run down a bicycle which was being ridden by a little girl. Simon Block, the complainant in the case charged that Frank Collins, a chauffeur in the employ of Charles Stewart, had run down his little girl, a few days previous. Stewart was first arrested, but was freed on it being proven that he was not in the machine at the time. The case against Collins which followed the dismissal of his employer, was continued to give the defendant opportunity to repay the damages to the bicycle.

Wilkes-Barre to Hold a Motorcycle Meet.

The Wilkes-Barre (Pa.) Motorcycle Club has secured sanction for an open race meet on June 20. Six events are carded, among them the five miles F. A. M. Eastern District championship, for which the medals will be struck from the F. A. M. official championship die after being slightly modified to distinguish them from the national awards.

"LOVE LENDS WINGS" TO KELLOGG

He Celebrates Cupid's Victory by Smashing Records at Buffalo—Local Riders Defeat Canadian Visitors.

Fresh from a pink luncheon at which his engagement to Miss Nellie G. Clark, of Bridgeport, Conn., was announced, Stanley T. Kellogg, of that city, went to Buffalo last week and at the meet of the Buffalo Athletic Association, held on Kenilworth track, Saturday afternoon, 6th inst., broke all the world's records from 2 to 10 miles inclusive. Kellogg's record breaking ride was made in a ten miles exhibition, in which he reduced the figures made by "P. D. Q." Derkum at Los Angeles, February 22, this year. The meet, which had been postponed from Decoration Day, was well attended, and Kellogg's remarkable performance was by far and away the most sensational event of the day. He rode a 7 horsepower Indian.

The clean-cut young Bridgeport rider simply electrified the Buffalonians. His attempt to ride ten miles in ten minutes was ridiculed by many before his appearance on the track Saturday, and when he drove out on the track a faint cheer only greeted him. When the record-breaking time was announced later a great cheer went up. Kellogg's first trial at the record was a failure inasmuch as he was forced to quit with a flat tire after going six miles. Fortunately the tire deflated on the straight and the Bridgeporter slowed down without any trouble. He wasn't long in replacing the tire and then the wonderful flight began.

Kellogg took a flying start and hunched down close to the framework of the machine as he hugged the pole and came down the stretch at a mile a minute clip, gathering speed at every revolution. When the backstretch was reached Kellogg seemed to fairly fly, and there was a ripple of surprise when the timers announced that the first mile had been covered in 56⅘ seconds, only two-fifths of a second slower than the long-standing record made by Fred C. Hoyt, at the Charles River banked track. The succeeding miles were reeled off in slower time, but still seconds below the record established last winter by Derkum. Kellogg's total time for ten miles was 9:40⅖, which is 21⅗ seconds better than the record it broke.

In the ten miles free-for-all race Kellogg did not let his machine out to its fastest speed, but he won from Howard H. Gansen, of Buffalo, also on an Indian, in the fast time of 11:06⅕. F. B. Serles of Lockport, was third.

In the 10 miles for singles Kellogg coached Ganson to such advantage that the latter had no difficulty in running away with the prize, covering the distance in 11:00⅖. Searles was second, and C. Weishofer, of Buffalo, third.

Buffalo riders had no trouble in defeating the visiting Canadians in the two bicycle events that were run. In the half mile open J. B. Dick, of the Ramblers, won from W. Anderson, the Toronto champion, in 1:04⅘. W. Andrews, another Toronton getting third. Dick also got the one mile handicap, riding from scratch, with W. Cornell, of Hamilton, Ont., on 110 yards, second. Anderson who also started from scratch was third. Time, 2:13⅖. The summaries:

One-half mile open—Won by J. B. Dick, Ramblers B. C.; second, W. Anderson, Toronto; third, W. Andrews, Toronto. Time, 1:04⅘.

One mile handicap—Won by J. B. Dick, Ramblers B. C. (scratch); second, W. Cornell, Hamilton, Ont. (110); third, W. Anderson, Toronto (scratch). Time, 2:13⅖.

Ten miles for single cylinder motorcycles—Won by Howard H. Ganson (Indian), Buffalo; second, F. B. Serles (Indian), Lockport; third, C. Weishofer, Buffalo. Time, 11:00⅖.

Ten miles free-for-all—Won by Stanley T. Kellogg, Bridgeport, Conn.; second, Howard H. Ganson, Buffalo. Time, 11:00⅖.

Ten miles free-for-all—Won by Stanley T. Kellogg, Bridgeport, Conn.; second, Howard H. Ganson, Buffalo; third, F. B. Serles, Lockport. Time, 11:06⅕.

Ten miles against time, flying start—By Stanley T. Kellogg, Bridgeport, Conn.

Miles.	Kellogg's Time.	Former Record.
1	0:56⅘	0:56⅖
2	1:54	1:55
3	2:51⅕	2:52
4	3:48⅘	3:50⅕
5	4:47⅕	4:47⅗
6	5:46⅖	5:49⅖
7	6:45	6:53⅖
8	7:43⅖	7:58⅖
9	8:42	9:02⅕
10	9:40⅖	10:02

Cyclist Makes a Life Saving Race.

By racing with a raging torrent for more than a mile, P. D. Beckwith, cashier of the Dispatch Light & Power Co., of East Rochester, N. Y., succeeded in warning the men in charge of the dam at the Lawless paper mills in season to enable them to open the flood gates, thereby saving the dam and protecting thousands of dollars worth of property. On Tuesday, 26th ult., a break occurred in the canal bank at Bushnell's Basin, flooding the Irondequoit creek. John Adamson, of Fairport, at once telephoned the Dispatch company that the dam at East Rochester could be saved only by opening the gates at once. Beckwith immediately got a farmer to help him raise the gates, and then jumping on his wheel began his race with the flood, which was almost upon him when he reached the paper mills and fulfilled his mission.

Nebraska Juveniles Organize a Club.

Boys of Council Bluffs, Neb., have formed the Juvenile National Cycling Club. Donald Macrea is president and George Clark captain.

PITTSBURG DISPLAYS COURAGE

Programs Three Motorcycle Handicaps and the Officials Still Live—Schmidt Captures the Feature Event.

On Saturday last, 6th inst., the Pittsburg (Pa.) Motorcycle Club figuratively won for itself a blue badge of courage. On that date it ran its first race meet on the dusty Schenley oval, which required some courage on the part of the club seeing that half mile tracks are rather riskful in these days of high powered machines. But it was not this hardihood that earned the blue badge. For of five events on the program, three were handicaps. Umpiring a base ball game is a pink tea occupation compared with handicapping a motorcycle race and the man who can handicap three of them in one day and come off alive or with a shred of reputation left, is a brave man who deserves all the medals that may be pinned on his chest. It often has been said that the only proper, or at any rate, the only truly satisfactory way to allot handicaps for motorcycle events is to permit each competitor to name his own handicap—and the statement is not far from the truth. However, the Pittsburg handicapper and referee escaped with their lives, so that their courage now is firmly established.

The feature of the meet probably was the one hour handicap, in which 40½ miles was ridden by the winner, A. G. Schmidt.

The three mile novice race was won by C. E. Land on a 2¾ R-S, who changed to a twin of the same make, and landed the next event, the ten mile handicap, in which he was again one minute over the cratch man. The five miles for private owners was gathered in by R. Giesey (Indian), in slow time, 8:13⅗. Schmidt, the winner of the hour handicap, who had a start of 1½ miles, won also the time prize in that event. He led Gieger, the second man, who started from the same mark, by two laps (one mile). The summaries:

Three miles novice—Won by C. E. Land, 3¾ R-S; second, J. H. White, 2¾ Indian; third, W. E. Buhl, 2¼ Triumph. Time, 4:48.

Ten miles handicap, open—Won by C. E. Land (1 min.), 6 R(S; second, Lyle Gieger (1), 5 Indian; third, W. E. Buckley (scratch), 6 R-S. Time, 14:40⅖.

Five miles handicap, club members only—Won by W. E. Buhl (1:45), 2¼ Triumph; second, C. E. Land (25 sec.), 6 R-S; third, A. G. Schmidt (25 sec.), 5 Indian. Time, 6:45⅕.

Five miles for private owners—Won by R. Giesey, 3½ Indian; second D. W. King, 3½ M-M-; third, I. Natcher, 2½ Triumph. Time, 8:13⅗.

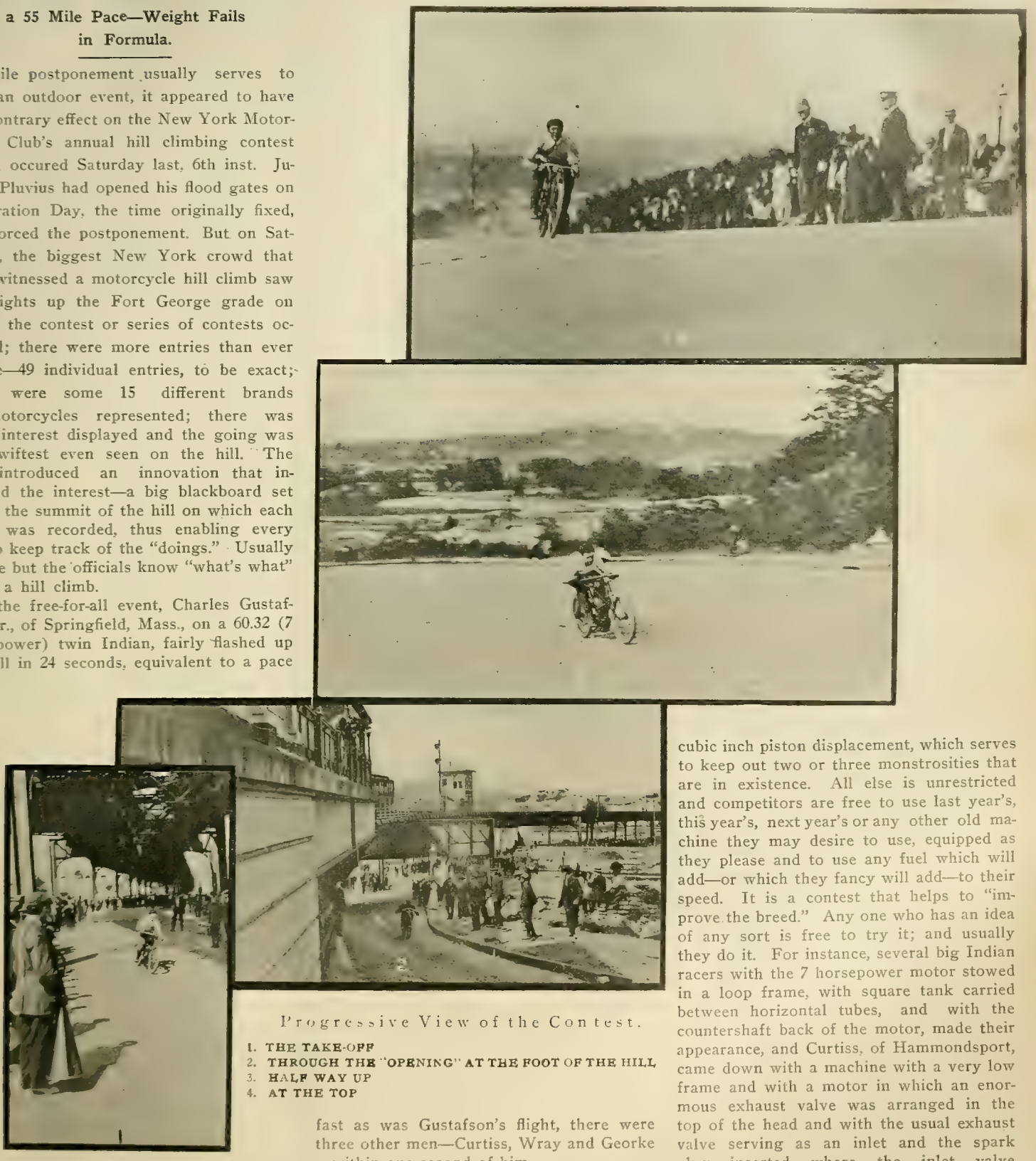
One hour handicap, open—Won by A. G. Schmidt (1½ miles), 5 Indian; second, L. Gieger (1½ miles), 5 Indian; third, J. H. White (2 miles), 3½ Indian. Winner's distance, 40½ miles.

FAST WORK ON FT. GEORGE

Greatest of Motorcycle Hill Climbing Contests—Gustafson Wins Free-for-all at a 55 Mile Pace—Weight Fails in Formula.

While postponement usually serves to hurt an outdoor event, it appeared to have the contrary effect on the New York Motorcycle Club's annual hill climbing contest which occured Saturday last, 6th inst. Jupiter Pluvius had opened his flood gates on Decoration Day, the time originally fixed, and forced the postponement. But on Saturday, the biggest New York crowd that ever witnessed a motorcycle hill climb saw the flights up the Fort George grade on which the contest or series of contests occurred; there were more entries than ever before—49 individual entries, to be exact; there were some 15 different brands of motorcycles represented; there was more interest displayed and the going was the swiftest even seen on the hill. The club introduced an innovation that increased the interest—a big blackboard set up on the summit of the hill on which each flight was recorded, thus enabling every one to keep track of the "doings." Usually no one but the officials know "what's what" about a hill climb.

In the free-for-all event, Charles Gustafson, Jr., of Springfield, Mass., on a 60.32 (7 horsepower) twin Indian, fairly flashed up the hill in 24 seconds, equivalent to a pace of 55 miles per hour, which surely is "going some" up a 10 per cent. grade 1,935 feet long and paved with none too smooth Belgian blocks. Two months ago, a powerful steam racing car made the ascent in 32⅕ seconds, but the course then used was about 100 feet longer and standing starts, instead of flying starts, as on Saturday last, prevailed. The fastest time made by a gasolene car, one of 60 horsepower, was 37 seconds. But fast as was Gustafson's flight, there were three other men—Curtiss, Wray and Georke—within one second of him.



Progressive View of the Contest.

1. THE TAKE-OFF
2. THROUGH THE "OPENING" AT THE FOOT OF THE HILL
3. HALF WAY UP
4. AT THE TOP

The New York Motorcycle Club's contest always has been the greatest hill climbing contest of the year; and rightly so. It is wide open. There is a sufficient number of classes to equalize the several models, but each is governed by piston displacement and not horsepower, and there is no flubdub about stock machines, equipment, gears, fuel, or anything else. The only restriction that applies is the F. A. M. 61 cubic inch piston displacement, which serves to keep out two or three monstrosities that are in existence. All else is unrestricted and competitors are free to use last year's, this year's, next year's or any other old machine they may desire to use, equipped as they please and to use any fuel which will add—or which they fancy will add—to their speed. It is a contest that helps to "improve the breed." Any one who has an idea of any sort is free to try it; and usually they do it. For instance, several big Indian racers with the 7 horsepower motor stowed in a loop frame, with square tank carried between horizontal tubes, and with the countershaft back of the motor, made their appearance, and Curtiss, of Hammondsport, came down with a machine with a very low frame and with a motor in which an enormous exhaust valve was arranged in the top of the head and with the usual exhaust valve serving as an inlet and the spark plug inserted where the inlet valve used to be—an arrangement designed to give the effect of port holes. Curtiss was accompanied by Capt. Thomas Baldwin, Lieut. Selfridge and Sky-pilot McCurdy, all of whom have shared in his airship experiments, and Selfridge and Mc-

OFFICIAL SUMMARY OF THE NEW YORK MOTORCYCLE CLUB'S HILL CLIMBING CONTEST, JUNE 6TH.

Class A.—For Machines of 21.20 Cubic Inches Displacement or Less.

Rider's Name and Residence.	Machine.	Nominal h. p.	No. Cyls.	Bore in.	Stroke in.	Displacement cu. in.	Rider's Wt.	Machine Wt.	Time.
Walter Goerke, Brooklyn	Indian	2¾	1	2.750	3.250	19.30	140	130	.33⅕
F. A. Baker, New York	Indian	2¼	1	2.625	3.250	17.80	150	150	.43⅖
Russell Smith, Scarsdale, N. Y.	Indian	2¼	1	2.625	3.250	17.80	125	120	.47
Chas. Gustafson, Jr., Springfield, Mass.	Indian	2¾	1	2.750	3.250	19.30	150	130	.47⅖
George H. Squires, Brooklyn	Light	3	1	2.750	3.250	19.30	140	130	.49⅖
Percy Drummond, Newark, N. J.	Indian	2¼	1	2.625	3.250	17.80	134	120	51
Jos. E. McLaughlin, Wilkes-Barre, Pa.	Indian	2¼	1	2.625	3.250	17.80	169	130	51⅖

Class B—For Machines of 31.10 Cubic Inches Displacement or Less.

Walter Goerke, Brooklyn	Indian	3½	1	3.250	3.250	26.96	140	130	.33⅗
W. Ginger, New York	M-M	3½	1	3.250	3.750	31.10	145	145	.36
Glen H. Curtiss, Hammondsport, N. Y.	Curtiss	3	1	3.250	3.687	30.50	145	125	.36⅕
F. A. Baker, New York	Indian	3	1	3.250	3.250	26.96	150	160	.37⅗
F. E. Dalton, New York	F. N.	5	4	50	57	27.31	155	146	.39⅘
Fred Voelker, New York	N. S. U.	3¾	1	82	86	27.70	145	160	.41⅖
M. Champlin, Hammondsport, N. Y.	Curtiss	3	1	3.250	3.687	26.96	125	125	.44⅖
Abbot A. Lane, New York	M-M	3½	1	3.250	3.750	31.10	145	145	.46
Alfred P. Lane, New York	M-M	3½	1	3.250	3.750	31.10	155	150	.47⅗
Wm. F. Stiebner, New York	R-S	3	1	2.937	3.250	22.02	140	140	.50
George H. Squires, Brooklyn	Light	3	1	2.750	3.250	19.30	140	130	.50⅖
Joseph F. Sheehan, New York	M-M	3½	1	3.250	3.750	31.10	...	160	.52⅖
J. H. Lange, Newark, N. J.	F. N.	4½	4	48	57	25.16	154	200	.54⅕
Thomas Rice, New York	F. N.	4½	4	48	57	25.16	130	200	.56

Class C—For Machines not Exceeding 50 Cubic Inches Piston Displacement.

A. G. Chapple, New York	N. S. U.	6	2	75	90	48.50	156	149	.29⅕
Russell Smith, Scarsdale, N. Y.	Indian	5	2	2.750	3.250	38.60	125	120	.31⅗
Walter Goerke, Brooklyn	Indian	5	2	2.750	3.250	38.60	140	140	.32⅗
F. W. Horenburger, New York	Vindec	5	2	2.956	3.000	41.54	170	150	.33
Charles Ruck, New York	Indian	5	2	2.750	3.250	38.60	125	150	.33
Frank P. Baker, Brooklyn	Indian	5	2	2.750	3.250	38.60	145	150	.33
A. Gill, New York	Indian	5	2	2.750	3.250	38.60	145	135	.33⅗
Percy Drummond, Newark, N. J.	Indian	5	2	2.750	3.250	38.60	134	135	.33⅘
C. Carlton Kelley, New York	N. S. U.	6	2	75	90	48.50	143	165	.34
J. A. Schleicher, Mt. Vernon, N. Y.	Alcyon	5	2	75	80	43.12	138	155	.34⅖
Chas Gustafson, Jr, Springfield, Mass.	Indian	5	2	2.750	3.250	38.60	150	140	.34⅖
W. Perry Deyo, New York	Indian	5	2	2.750	3.250	38.60	142	130	.34⅘
Fred Voelker, New York	N. S. U.	6	2	75	90	48.50	145	...	.34⅘
E. Swain, New York	R-S	6	2	2.956	3.250	44.04	...	...	.37⅖
A. Eberhardt, New York	Vindec	5	2	2.956	3.000	41.54	170	160	.38⅕
Edward Meyer, Pelham, N. Y.	Vindec	5	2	2.956	3.000	41.54	154	175	.40⅖
F. V. Littlefield, New York	Vindec	5	2	2.956	3.000	41.54	150	135	.41

Class D—For Machines not Exceeding 61 Cubic Inches Piston Displacement.

Chas. Gustafson, Jr., Springfield, Mass.	Indian	7	2	2.936	3.250	60.32	150	140	.25
Walter Goerke, Brooklyn	Indian	7	2	2.936	3.250	60.32	140	140	.26⅕
W. H. Wray, Jr., New York	Peugeot	7	2	80	98	60.19	165	120	.26⅗
Glen H. Curtiss, Hammondsport, N. Y.	Curtiss	6	2	3.250	3.687	61.00	145	150	.28⅖
A. G. Chapple, New York	Vindec	7	2	80	98	60.19	156	180	.29⅘
George H. Ruck, New York	Minerva	8	2	80	85	59.00	155	175	.33
G. Strohlein, New York	Curtiss	6	2	3.250	3.687	61.00	135	160	.34⅕

Free-for-all—Not Exceeding 61 Cubic Inches, Exhaust Ports Permitted.

Chas. Gustafson, Jr., Springfield, Mass.	Indian	7	2	3.413	3.250	60.32	150	140	.24
Glen H. Curtiss, Hammondsport, N. Y.	Curtiss	6	2	3.250	3.687	53.92	145	150	.24⅗
Wm. H. Wray, Jr., New York	Peugeot	7	2	80	98	60.19	165	120	.24⅘
Walter Georke, Brooklyn	Indian	7	2	3.413	3.250	60.32	140	140	.25
A. G. Chapple, New York	Vindec	7	2	80	98	60.19	156	180	.29
Russell Smith, Scarsdale, N. Y.	Indian	7	2	3.413	3.250	60.32	125	120	.29⅖
A. D. McCurdy, Hammondsport, N. Y.	Curtiss	3	1	3.250	3.687	30.50	150	125	.34⅕
George H. Ruck, New York	Minerva	8	2	80	85	59.00	155	175	.36

Callendar's Formula.

Rider's Name and Residence.	Machine.	No. Cyls.	Bore.	Stroke.	Piston Displ.	Wt. Machine	Wt. Rider.	Time.	Points.
Fred A. Baker, New York	Indian	1	2⅝	3¼	17.50	143½	139½	.45⅗	3.54
George M. Hendee, Springfield, Mass.	Indian	1	2⅝	3¼	17.50	137½	267	1.12	3.21
George H. Squires, Brooklyn	Light	1	2¾	3¼	19.30	141	130	.46	3.05
Herman Jehle, Newark, N. J.	Special	1	2⅝	2 27-32	15.30	158	171½	1.14	2.89
Frank E. Dalton, New York	F. N.	4	50	57	27.50	161	146	.40	2.79
Thomas Rice, New York	F. N.	4	48	57	25.10	186	120	.46	2.65
Earle L. Ovington, New York	F. N.	4	50	57	27.50	245	186	1.00⅗	2.59
George H. Ruck, New York	Indian	2	2¾	3¼	38.60	154½	146½	.33⅘	2.30
J. Selfridge, San Francisco	Curtiss	1	3¼	3⅝	30.07	117	163½	.41⅘	2.23
F. W. Horenburger, New York	Vindec	2	75	76	41.50	228	166	.43⅖	2.19
A. G. Chapple, New York	N. S. U.	2	75	90	48.50	149	156½	.30	2.09
J. F. McLaughlin, New York	N. S. U.	2	75	90	48.50	213½	171½	.40⅘	1.95
Dwight Patterson, New York	M-M	1	3¼	3¾	31.10	167½	182	1.14⅖	1.51

Cylinder dimensions for foreign machines in millimeters. All except Indian, Light, R-S, and F. N. employed belt transmission.

Curdy tried hill climbing for a change, and seemed to enjoy it, even if they did not figure among the prize winners.

About the only thing the referee of these New York contests has to do is to keep an eye on the featherweights who try to beat the 125 pounds weight limit—one of them tried it Saturday—and to listen to the plaints of the competitors who want a second trial and whose excited fancies discern imaginary interference, or who tell large black fibs about the causes of their failure to make the ascent. On Saturday, one man who figured prominently in the results, saw, first, a man step in front of him, and second, a dog. The nearest man to him when he failed chanced to be an umpire and the dog almost ran between the parenthetically curved legs of the referee. The real cause of the youngster's unexpected stoppage was a broken wire.

Gustafson and Walter Goerke, on Indians, won the lion's share of the honors. Each captured two events, Goerke taking the "21.20 and under," and the "31.10 and under" classes, while Gustafson scored on the larger machines; in addition to the free-for-all, he won the "61 and under." A. G. Chapple, captain of the New York Motorcycle Club, on a 48.50 N. S. U., minus its big tanks, accounted for the remaining speed event, the "50 and under class." Chapple has been figuring as a near-winner for several years and his long deferred victory filled his cup of happiness to overflowing. In the other event, Fred A. Baker, riding an old 17.50 gear driven Indian, figured at the top of the list. It was the contest run according to Callendar's formula, the standing of the competitors in which is evolved not by their speed, but with a pair of scales and a mathematical slide rule, and the result of which usually is arrived at long after the winner is slumbering peacefully at his home, unconscious of his victory. The enthusiastic E. L. Ovington, the F. N. representative, who drinks formulas and can eat the dates off any calendar, offered the cup for this event, which is supposed to give Science and the heavyweights a chance, which fact led a woman spectator, who was only half-wise, to inquire for the "fat man's race." Although he is far from being a fat man, Baker, who sells Indians and is therefore a friendly rival of Ovington's, primed himself to win the latter's prize. Baker is long-headed when it comes to planning campaigns of the sort, and he knew in advance just what he would have to do to win. As an anchor to windward, he also induced George M. Hendee, the chief of the Indian tribe, to come to New York for the bout with Prof. Callendar. Hendee weighs only 267 pounds, and mounted on a small machine, it was expected that he would be able to help flatten the scientific professor. When the mathematicians retired on Saturday and hours after completed their labors and collected their instruments and arithmetics, they declared Hendee to be the winner. But Baker had done his own figuring, and the next day he was heard from. It then came out that one of the officials had carried off the entry blanks and that the mathematical sharps had trusted to memory regarding the particular models ridden by several of the competitors. Investigation and the entry blanks proved Baker's claim to be correct and also resulted in giving George H. Squires (Light) third place. In arriving at the results and in order to make the highest "figure of merit"—or points—stand for the winner, instead of the lowest, as is usual, the formula was inverted; that is to say, instead of displacement multiplied by time and divided by the total weight, it was worked out thus: weight divided by the product of displacement multiplied by time.

The official result of each event is shown by the accompanying table.



CHARLES GUSTAFSON, JR.

The contest was not more exciting, nor less, than others of its kind. The spectacle of one man, singly, flying at speed, does not permit of many thrills, although the fact that the Fort George hill was underneath an elevated railroad structure and that it requires competitors to swing through a narrow opening formed on the hill itself by the overhead railroad station, lends a bit of uncertainty to this particular contest; the supporting iron pillars always are a possible menace, but by limiting the "take-off" to a run of 75 yards and by whitewashing a safety line leading to the "opening," the danger was minimized. Two accidents, one to a competitor, the other to a spectator, marked the afternoon, but happily neither resulted seriously. W. H. Wray, Jr., was the competitor who "spilled" and in most unusual fashion. In the free-for-all, he had just crossed the finish line, when, going at better than 50 miles an hour, his front wheel struck a high spot and reared in the air. He traveled perhaps 25 feet in this attitude, when he fell off backward, landing square on that part of his anatomy built to occupy the saddle. The seat of his trousers was disgracefully demolished before he rolled over and skinned one hand and forearm. After borrowing a pair of trousers, he went about as usual. Before the contest started, Wray learned the truth of the "he laughs best" adage. As the result of his most recent game of tag played with the police in which he successfully dodged them after a swift chase of several miles, a policeman with a "John Doe" warrant was awaiting him as an escaped prisoner. He gathered in Wray so quietly that few knew of the arrest; and Wray gave bail in time to reappear at the hill and take part in the contest. The spectator was injured late in the afternoon. Despite the big force of police guarding the course, he absent-mindedly stepped directly in the path of W. Ginger, one of the boy competitors, who was making an ascent of the hill without permission. Ginger was unhurt, but the spectator suffered a scalp wound.

Recent Feats on Foreign Cars.

Hourlier, who hails from the champagne town of Reims, is the 1908 sprint champion of France. He won the title on Sunday, 17th inst., at the velodrome Parc des Princes, Paris, this year's race being the ninth annual at 1,333 metres. Hourlier's victory was not a great surprise as he has been going great guns since the season started. The race was run in five trial, two semi-finals and a final heat, Hourlier, Friol, Comes and Poulain qualifying for the final. Hourlier's victory was one of the easiest championship races ever won. When he got in motion it was all up with the others and he passed over the tape 10 yards ahead of Friol, who beat Comes by 20 yards. Poulain was some distance behind.

Sherwood, Collins and Walthour rode at Brussels on Sunday, 17th inst. Sherwood finished second to Vanden Born in the international scratch, while Darragon won the paced race, with Collins second and Walthour third.

Louis Trousselier won the 18th annual Bordeaux-Paris race on May 17th, covering the distance in 17 hours 45 minutes 10 seconds. This was about an hour better than the record made by Garin back in 1902. Cyril Vanhouwaert was second in 18:11:40, and Emile Georget finished third in 18:17:56. Passerieu was fourth, Ringeval fifth, Leon Georget sixth and Privat seventh.

Thorvald Ellegaard won the annual Grand Prix de Buffalo at the Parisian track of that name on May 10th. Walter Rutt finished second by a half length and Poulain was a wheel back of him. Charles A. Sherwood, the American, was shut out in the repechage heats.

"Woody" Hedspeth and Piard, the French crack, who is on his way to America to ride at the Newark velodrome, were beaten decisively by Trulleken, a new comer, at Scheveningue, Germany, on May 10. The match was run in four heats, Trulleken winning two of the four, which gave him the honors by several points. Hedspeth finished last in the final reckoning.

R. J. Walthour was beaten by both Darragon and Parent at Antwerp on May 10th. The race went for one hour, Darragon winning by five laps. The American finished nine laps behind Parent.

MORAN TAKES HEADER AT REVERE

Butler Also Unlucky in Three-Cornered Motorcycle Race, and MacLean Wins —Connolly Captures Amateur Event

James F. Moran came within an ace of losing his life at the opening meet of the Revere Beach saucer last Saturday night, 6th inst., when he was thrown from his bicycle and landed on his head. The leather and steel helmet which he wore probably was all that saved him from a fractured skull. A big crowd witnessed the accident.

It occurred in the 11th mile of the three-cornered paced race between Champion Hugh McLean, Moran and Butler. MacLean was compelled to change pacing machines and while this transaction was going on Moran began to sprint to regain three laps that he had lost to MacLean. It was in one of the spurts that his tire punctured and the plucky Chelsean was thrown from his bicycle, landing on his head. His racing short was torn from his back and his face was cut where the helmet had been pressed down over it. He was quite groggy from the fall and considerably shaken up internally, but his iron constitution stood him in good stead and he boarded the midnight train for New York, competing in the tandem race at Newark the following day, although he could hardly walk.

Butler, paced by Schultz, drew the pole position in the paced race, with Moran, paced by Deroiser, second, and Mac Lean, with Turville in front, brought up the rear. The flying start was a perfect one and MacLean straightway took the lead. Butler gave battle to the champion for about a mile, but the pace was too fast and Butler was shaken off. Moran then started after MacLean's scalp, but after four miles riding the latter tagged a lap on the former milkman. On the seventh mile MacLean went alongside Moran for the second time and the pair had a neck and neck fight for a half mile before MacLean got the lead. At ten miles MacLean had three laps on Moran, and was the same distance ahead of Butler. The time for 10 miles was 15:50. The 11th mile was the fateful one. Near the end of 25 miles Butler's pacing machine went to the bad and the veteran had to finish unpaced. MacLean's time was 38:20⅕.

Tom Connolly wiped the boards clean in both amateur races. With Hill and Drobach both out of town the Everett boy did not have much opposition and he won pretty much as he pleased. Ruden won the motor race from Turville after getting the lead in the first mile and holding it until the finish. The summaries:

Twenty-five miles motor paced, professional—Won by Hugh MacLean, Chelsea; second, Nat H. Butler, Cambridge. Time, 38:20⅕. James F. Moran, Chelsea, met with accident in 11th mile and did not finish.

Two miles motorcycle, professional—Won by Carl Ruden; second, Charles Turville. Time, 2:56⅕.

Two miles handicap, amateur—First heat won by C. Connolly (45); second, Tom Panacy (140); third, A. Hayes (150); fourth, Louis Desmet (180). Time, 4:32. Second heat won by Tom Connolly (scratch); second, Charles Helander (100); third, Hugh McPartland (50); fourth, Emil Brochenicht (150). Time, 4:52⅘. Final heat won by Tom Connolly; second, Charles Helander; third, C. Connolly. Time, 4:41⅘.

Five miles open, amateur—Won by Tom Connolly; second, C. Connolly; third, Louis Desmet; fourth, A. Hayes. Time, 13:04⅗.

Two Climbfests for Kimmswick Hill.

Kimmswick Hill, a long, trying grade, made famous in the early days of cycling, has been selected by the Southwestern Racing Association, of St. Louis, as the scene of its first annual motorcycle hill climbing contest, which has been fixed for June 21st and for which F. A. M. sanction has been obtained. There will be a class for singles and one for doubles, and the referee probably will have the doubtfully happy time which usually follows contests restricted to "stock machines," which elastic restriction is included in the conditions. On the same day, but in the forenoon, and on the same hill, the Southwestern Association will also hold a hill climbing contest for pedal propelled bicycles having road equipment and geared to not less than 50 inches.

Hopkins Reels Off a Triple Century.

While double centuries are common enough, what is believed to be the first triple century made in this country on a motor bicycle was reeled off on May 30th by C. C. Hopkins, San Francisco's best known motorcycle dealer. He made the "triple" over the route from San Francisco to Sacramento and return, covering exactly 318 miles in 17 hours 30 minutes, elapsed time, which, as Hopkins himself remarked, is "not half-bad for a 50-year-old kid. He made seven stops, aggregating 2 hours, 25 minutes, and used 6 gallons of gasolene, which with the oil consumed, cost $1.85, making the average cost per mile less than two-thirds of a cent. Hopkins rode a 3½ horsepower Indian with Bosch magneto.

Identification Cards for Motorcycles.

The newly organized Minneapolis (Minn.) Motorcycle Club already has obtained a desirable concession from the local authorities. The chief of police has ordered his men to recognize identification cards which he will issue over his signature to the club members. With one of these cards in his possession, a club member who may be stopped by the police for riding too fast, will not be arrested or required to furnish bail for his appearance. He merely will be told by the policeman to appear in court and the officer will copy from the identification card the information necessary to insure finding him.

CYCLING TEAM FOR THE OLYMPIC

Four American Amateurs Provisionally Selected to Compete in Games at London—All are Sprinters of Note.

Due almost wholly to the efforts of Harold J. Dibblee, a New York enthusiast who has no interest in the affair except his love for the sport, four bicycle riders have been accorded a provisional place on the team of athletes Uncle Sam will send over to London to uphold the honor of America in the Olympic games. At least the bicycle riders may go, if there is money enough, as they have been placed in the supplementary list, but it is stated that of the supplementary list the bicycle riders will be the first chosen if the needed additional funds are raised.

The men who have been nominated to uphold America against the world in the bicycle races are George Guthrie Cameron, of the Irish-American A. C.; William Vanden Dries and Louis J. Weintz, of the New York A. C.; and Fred Hill, of the Armory A. A., Boston. When the list was first announced Marcus Hurley, former amateur world's champion, was named instead of Hill, but as Hurley intends shortly to go West on a mining expedition and as he also knows that he cannot get into shape in time, the former champion asked that he be left out. As the rules require that only those whose clubs have contributed to the general fund that was raised to send the team to the Olympic games be named, Hill, whose club, the Armory A. A., had contributed, was substituted in place of Hurley.

On past performances, these four riders are about the best amateurs of the present time. Cameron, Hill and Vanden Dries are all sprinters of note and may be expected to give a good account of themselves, while Weintz, who is a plugger of extraordinary ability is looked upon to shine in the long distance and pursuit races. Hill was very prominent in the indoor meets at Boston during the winter season there and recently he has been riding well at the Newark Velodrome.

As stated before it was due chiefly to Dibblee that any bicycle riders were named at all. The American Olympic Games Committee did not favor bicycle riders, but intended to give the preference to runners, weight throwers, hurdlers and the like when Dibblee got busy. He thought it a "darn shame," that America could not be represented in the bicycle races, and he did not mind saying so to the right persons. The result of his good work became apparent when the list was published last week and it was seen that four bicycle riders have a chance to go. Of course, there may be a slip, but Cameron states that he will go in any case as his club, the Irish-American A. C., has already sent his entry through the committee.

KENTUCKY TO BE REPRESENTED

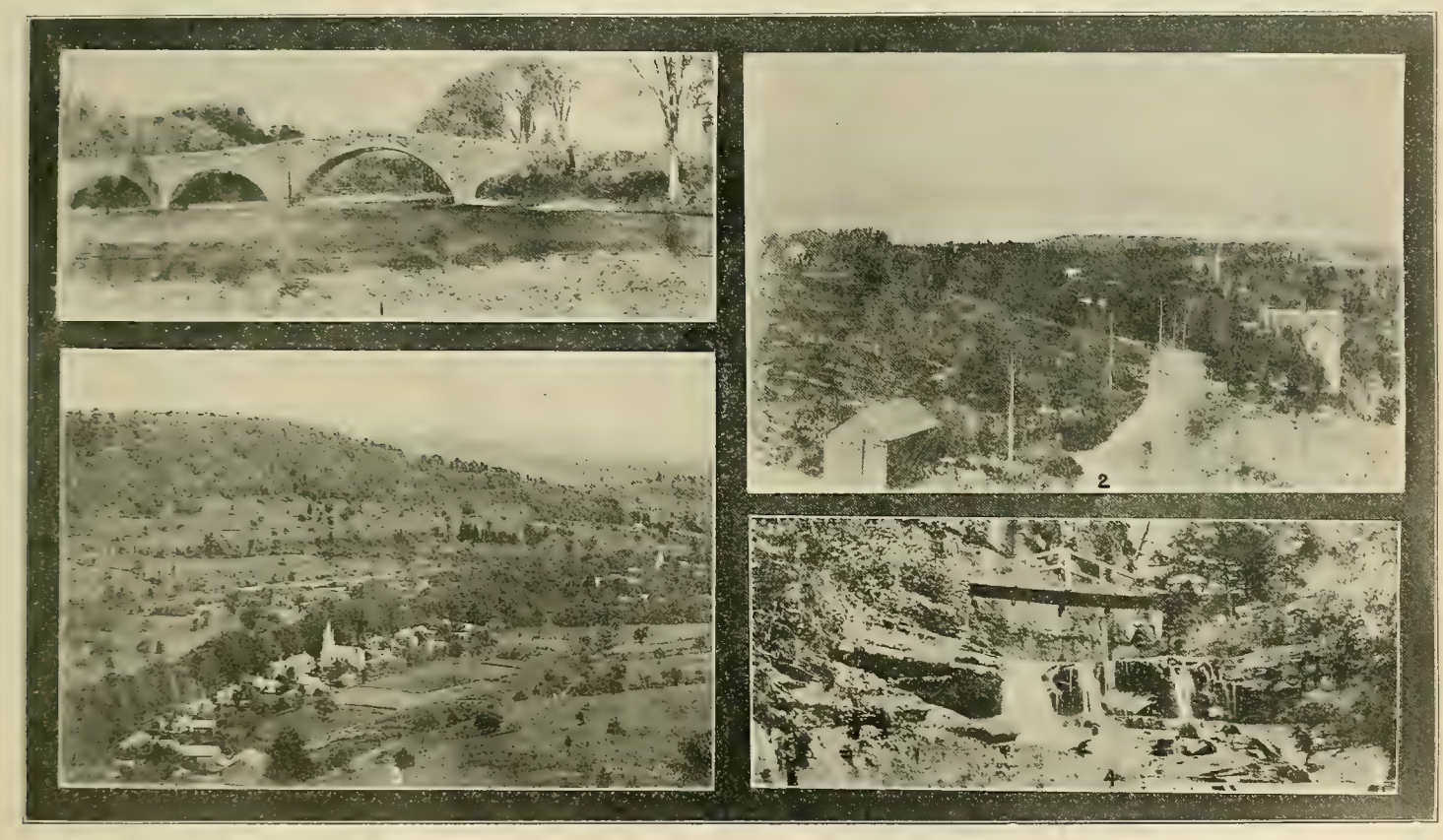
Entrant for F. A. M. Endurance Run Riding from Louisville—Wehman Off on Road Marking Tour.

Kentucky, for the first time, will be represented in the F. A. M. national endurance and reliability contest, June 29-30, the first paid entry received by Chairman Wehman being that of E. M. Hughes, of Louisville. With A. F. Ogden, of Ashland, Ky., Hughes is riding from Louisville to New York to take part in the contest and in the F. A. M. meet. As the entries close on June 22 and as thereafter the fee will be increased 50 per cent., the stragglers and number-holders will have to pay for their tardiness. The "number-holders" are the veteran "endurants" who have an affection for the numbers worn in previous contests. Several of them asked two months ago that their old numbers be reserved for them. J. F. McLaughlin bid for No. 1, which he has worn three times; B. A. Swenson obtained an option on No. 7, F. A. Baker has an advance claim on No. 8, and J. J. O'Connor again wants to wear No. 29. In all there are some twenty-odd reservations. Walter Davidson, of Milwaukee, and R. D. Sporleder, of Wanwatosa, Wis., are the two westerners who already have been booked.

Chairman Wehman leaves to-day to post the F. A. M. red arrows on the first day's route through the Catskill mountains. At least three of the intending contestants will accompany him—Edward Buffum, the Merkel manager, from Milwaukee; F. A. Baker, and E. L. Ovington. Wehman, who, when 4¼ years old, rode a pony from New York to Rip Van Winkle's sleeping place in the Catskills, knows all the nooks and crannies in the mountains and has promised to show his companions the brook in which he once caught a whale, and the den of the bear which scared most of the hair off the top of his head.

It is a picturesque country rarely visited by motorcyclists, but well worth the visit, notwithstanding. The road chiefly describes ups and downs, and though several of the ups are long and winding and quite uppish, none is so steep but that it may be climbed by any well regulated motorcycle, and the views obtained from the summits are worth going far to see. Hensonville Mountain, near the little New York town of that name, probably is the stiffest rise and most of its stiffness is near the very top. It is there that the hill climbing test probably will occur on the first day of the contest. The Palenville Mountain is much steeper, but it will be descended, not ascended, during the contest and good brakes will be required. After descending this grade and crossing the bridge at the bottom, the road leads out of the mountains through a wonderfully picturesque gorge—the "clove road," as it is styled by the natives—which fairly cleaves the mountains apart. The surface of the hill itself is not so good, but the "clove road" is almost as smooth and hard as glass.

The party which Wehman undertook to pilot through the mountains on Decoration Day but which was "drowned out" by the great downpour, have formed themselves into what they call a limited club dubbed the "Sloppy Weathers." M. E. Toepel, who looked so suspicious that he was turned away from a farmhouse because the hired man was absent, is designing the club's coat of arms. Among other things, it is to be emblazoned with horsedrawn farm wagons, ten dollar bills and umbrellas. But as evidence that the "Sloppy Weathers" have a few dollars left and are possessed of the right spirit, they have made a subscription to the F. A. M. meet fund and paid in the money.



1. LEEDS (N. Y.) BRIDGE, 200 YEARS OLD
2. MOUNTAIN ROAD NEAR CATSKILL
3. BRIDGE SPANNING GORGE AT FOOT OF PALENVILLE MOUNTAIN
4. BIRDSEYE VIEW OF HENSONVILLE

Hoyt Scores on Dead Horse Hill.

For the first time, an event for professional motorcyclists was included in a hill climbing contest of the Worcester (Mass.) Automobile Club, held on Dead Horse hill near that city, on Saturday afternoon last, 6th inst. Fred C. Hoyt was the only seasoned professional who made an appearance. He rode an Indian and won easily in 1;04⅗. Two Worcester riders, H. F. Clark and H. Clark, professionalized themselves by competing against Hoyt; they also rode Indians and finished in the order named in 1:29 and 1:31, respectively.

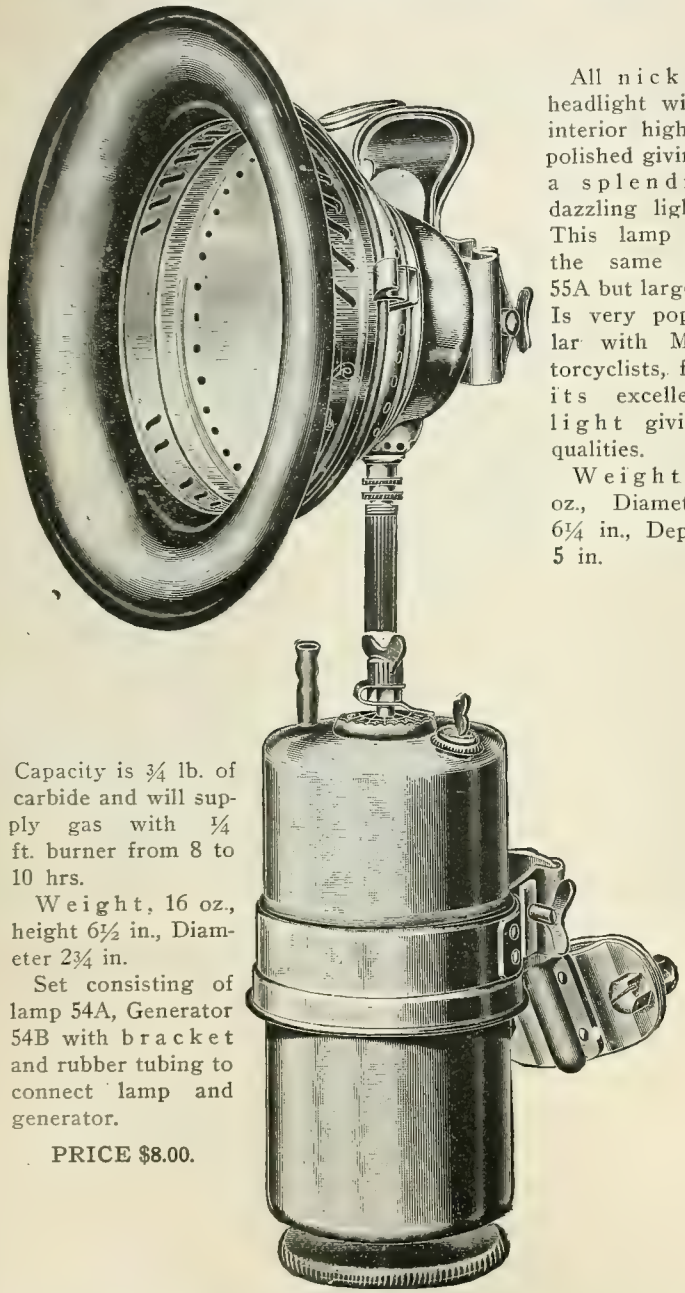
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Weight 16 oz., Diameter 6¼ in., Depth 5 in.

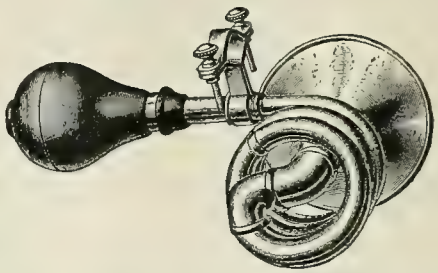
Capacity is ¾ lb. of carbide and will supply gas with ¼ ft. burner from 8 to 10 hrs.

Weight, 16 oz., height 6½ in., Diameter 2¾ in.

Set consisting of lamp 54A, Generator 54B with bracket and rubber tubing to connect lamp and generator.

PRICE $8.00.

Blanchard Horn

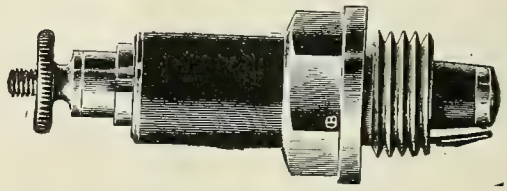


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Finished in polished brass or nickel.

No.	Size of Bell.	Price.
10	3¼	$3.00
11	4	$3.50

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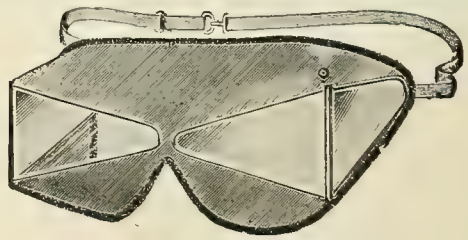


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PRICE, ½ in. and Metric, 90c.

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TANDEM RACE MERELY TANTALIZING

Bad Management Spoils What Would Have Been a Great Contest—Cameron Captures Amateur Events.

It was unmistakably demonstrated last Sunday, 7th inst., at the Newark Velodrome, that tandem racing has lost none of its former interest with the bicycle racing public. After a lapse of several years, it was ushered in at the Newark saucer track under circumstances that did not assist the revival of that form of sport. In spite of the unfortunate circumstances that encompassed the tandem race the one and only good heat was a revelation and in the nature of an object lesson.

To begin with the tandem race was the magnet for one of the biggest crowds that has yet attended any of the Sunday meets. It had been advertised for three weeks and by the time the tandem race was called there were about 8,000 people in the grounds. Although the race had been billed for three weeks the management had only two tandems as equipment, and it finally resulted that what should and would have proved one of the greatest race spectacles in this country in years turned into almost a complete fizzle. The crowd naturally was disgusted.

The race was to have been run in heats and the first was between National Champion Frank L. Kramer and James F. Moran on one tandem, and Charles Vanoni, the Italian six day rider, and N. M. Anderson, former amateur champion of Denmark, on the other. A rolling start prevailed and the foreign combination got the better of it by securing the pole; at the first time around they led by a half length. It was a pretty sight to see the men jockeying for position and the big crowd arose and yelled when Kramer and Moran quickly slipped through on the pole. This was in the second lap, but on the backstretch of the next round Vanoni and Anderson dug into their pedals and passed the American combination. Their lead was shortlived, however, for on the turn into the homestretch the rear tire blew up and the foreigners fell. The starter fired the pistol and Kramer and Moran did not finish. The crowd naturally supposed the heat was to be ridden over and this idea was further strengthened when it was announced that Fogler and Bardgett and Bedell and Krebs would ride the second heat as the first. Before this could be started there was an unpardonably long wait before the tandem that Vanoni and Anderson had ridden could be repaired.

Fogler and Bardgett had the pole at the start, but at the end of the first lap Krebs and Bedell had gained a lead of half a length. On the back stretch Fogler and Bardgett went ahead but the other pair took the initiative again. At the end of the third lap, one-half mile, the tandems were neck and neck and the crowd was yelling its lungs "out." Fogler and Bardgett were the stronger and pushed ahead, leading at the ending of the fourth lap, but were passed in the backstretch. With Krebs and Bedell leading at the bell it seemed that Fogler and Bardgett did not have one chance in the world to get by in the last lap. This latter pair made a herculean effort and at the last turn into the stretch were almost even with Krebs and Bedell, but even then it seemed that Fog- and Bardgett could not win. The battle down the finishing straight was probably the prettiest fight ever witnessed in Newark, and this is saying a great deal. It was a neck and neck tussle and when Fogler and Bardgett finally did get across the tape first by less than a foot the crowd felt almost repaid for the delays that had preceeded the heat.

Because of the accident to Vanoni and Anderson in the first heat it was a foregone conclusion that the heat would be re-ridden, but after a long delay because the rear tire on one of the tandems punctured, it was announced that the first heat had been awarded Kramer and Moran, and that the final would be between this team and Fogler and Bardgett. This race was not worth two cents because Fogler and Bardgett did not try to win. The reason is easily given. The rear tire of their tandem was soft when they started and as it began to slip dangerously on the turns Fogler and Bardgett would not risk their lives and so sat up before the finish.

With the exception of this disappointment the other races were interesting. Kramer was shut out of the mile handicap through Krebs' desire to shirk work. The latter was the nearest to scratch and waited for Kramer. Either he could not or would not set his share of the pace and after a hard effort the champion was compelled to quit. Fogler was the scratch man in another heat and he closed the gaps and qualified. The heats brought Fogler, Bardgett, Wiley, Judge, Dorlon, Halligan, Williams, Logan, Rupprecht, Root, Ashurst and Schlee together for the final. Fogler was on scratch and an unusually strong trio was Williams, Logan and Halligan out around the 150 yards mark. No one thought the back markers had a chance because Logan, Williams and Halligan led the way for four laps. The first named had the position at the bell. Fogler had made up the distance, but rode "all in" doing so, while Bardgett, by a pretty piece of riding, had secured Logan's wheel, with Root in third position. Although he had done more than his share of pacing the limit men Logan had a good kick left in his sturdy Irish legs for the final sprint. On the turn into the stretch Bardgett moved up along side Logan and then began to draw away. The finish was close, Bardgett winning, while Root cleverly nipped Logan and got second. Halligan also rode well and finished fourth.

That Root is not the "dead one" that some of the riders are fain to say, was proved in the mile open consolation, which had a big lot of starters. George Wiley was picked as the winner and led as the last stretch was entered, but Root came on with a fine sprint and "nailed" him just before the tape. Logan got his carfare back to Boston by finishing third, and Oliver Dorlon, who was Root's partner in a six day race once, by a great burst of speed dashed himself into fourth position. The speed was so great—for Dorlon—that one of his French tires shortly after exploded because of the terrific heat generated in that last mad sprint by the Sheepshead Bay "champeen." The unexpected strain was too much for the eight tires. Bardgett's victory in the other race resulted in "Sir" William Bowles, Esq., of the Earth, taking a long journey—Bowles boarded the midnight sleeper at Newark and got off at Jersey City, taking the ferry to New York.

George Guthrie Cameron, who will represent America—and the Irish-American A. C.—in the Olympic games, was the whole thing in the amateur races. In the half mile open Maurice Vanden Dries, after riding a heady heat, fell in the final, and Cameron made a runaway of it. Fred Hill, of Boston finished second, but was disqualified for coming through on the inside of the pole line. A pretty fight between Marty Kessler and "Whitey" Stein was witnessed on the homestretch and many thought that Stein won by two inches. The judges, however, gave the decision to Kessler.

There was so many starters in the ten miles open, called the Marcus Hurley Stakes, that several starts were necessary. The former world's champion started the race after the bunch got together without falling. There were more that 40 riders on the six lap track. Magin, of Newark, and Drobach, of Boston, began a duel for the lap prize. The Boston youngster, who is as strong as a bull but lacks generalship, was materially assisted by Cameron and Hill, and he won the special prize by leading for 13 laps. Magin had 12 to his credit before he fell. Although Cameron stoutly maintains that Mackay, Beyerman and he were not in a combination at the finish, it certainly looked that way. Beyerman pulled Cameron for two laps and had got him at the head of the bunch with Mackay on his rear wheel as the last turn was reached. On the turn Hill uncorked a sprint that was about to take him around the leaders, when Mackay switched and Hill was run up the steep banking. The spectators shut their eyes for it seemed that Hill surely would be dashed against the railing at the top of the bank. The young Boston rider has plenty of nerve as he demonstrated when he pushed himself from the railing with one hand, while steering with the other. His cool-headedness doubtless saved himself from serious injury. Mackay was disqualified and Hill was cheered for his pluck. Edwin Lowe, of the Lakerim A. C., ran away with the novice race. John J. Whalen, of the same club, would have finished third

but he did not want the bronze medal and rode off the track before the finish. He excused himself by telling the referee that his wheel had become uncontrolable. The summaries:

One-third mile novice—Won by Edwin Lowe, Lakerim A. C.; second, Arthur Lundburg, New York. Time, 0:43⅗.

One-half mile open, amateur—Won by George Cameron, Irish-American A. C.; second, Martin Kessler, New York; third, Charles Stein, Empire City Wheelmen. Time, 1:01⅗.

One mile handicap, professional—Won by Walter Bardgett, Buffalo (50); second, E. F. Root, Boston (70); third, P. F. Logan, Boston (140); fourth, J. T. Halligan, Newark, (150). Time, 1:54⅘.

Ten miles open, amateur—Won by George Cameron, Irish-American A. C.; second, Oscar Goerke, National A. C.; third, William Vanden Dries, New York A. S.; fourth, M. Journey, Newark. Time, 24:09⅗.

One mile tandem, professional—Won by Frank L. Kramer and James F. Moran; second, Joe Fogler and Walter Bardgett. Time, 2:12⅗.

One mile consolation, open, professional—Won by E. F. Root, Boston; second, George Wiley, Syracuse; third, P. F. Logan, Boston; fourth, Oliver Dorlon, Sheepshead Bay. Time, 2:17.

School Boys Compete in Two Races.

What might be if cycling events were more generally included in the program of the field games of school boys, was demonstrated last Saturday, 6th inst at the field sports of the Catholic School Athletic League, held on the grounds of the Clason Point Military Academy, at Clason-on-the-Sound, N. Y. Two of the 13 events were for boy cyclists and they provoked more enthusiasm than all the others combined. The enthusiasm of the youthful spectators was so great indeed, that they crowded on to the course and so interfered with the contestants that numerous spills occurred, and the first bicycle event, the one mile race, was declared no race and run over. It was won by T. Kenny, of St. Gabriel's school, in 3:16. The other event, a half mile, for juniors, was captured by J. Walsh, of St. Augustine's, in 1:43⅗.

Carroll Cyclers Capture Crescent Trophy.

With 48 entries, five of whom were from Washington, D. C., the annual half century run of the Crescent Bicycle Club of Baltimore, Md., was held on Sunday, 7th inst. A silver medal was awarded to all riders who finished the run, and a flag was given to the club represented by the greatest number of riders. The Carroll Cyclers won the latter trophy with 15 entries. The Washington riders, all of whom are members of the Washington Cycle Club, left the capital City for Baltimore, at 7 o'clock, on their wheels. After participating in the run, they rode back to Washington, covering a total distance of 150 miles, including the half century run.

REAL RACING WARMS SALE LAKE

Sensational Riding by Amateurs in Australian Pursuit—Cash Chasers Show Generalship in Ten Miles Race.

Salt Lake City, June 6.—Despite the fact that the weather man was not as good natured as he might have been last night, the 2,000 spectators who sat and shivered at the second Salt Palace meet were rewarded by two very good races. One was the Australian amteur pursuit, which was won by "Red" Robinson, a sorrel-topped youth who carried off the honors after one of the most sensational rides even seen in Salt Lake City; the other was the ten miles lap race for professionals, which went to Floyd McFarland after a hard sprint against W. E. Samuelson.

The amateur pursuit was really the race of the evening. Twenty-one riders competed in the qualification heats, but this field was reduced to Lawrence, Mayer, Schnell, Wright, Diefenbacher, Robinson, Giles and Halstead for the final grind. Early in the race all except Robinson, Schnell, Lawrence and Mayer were passed and Lawrence and Robinson disposed of Mayer. Schnell finally passed Lawrence and then it became a grind between Robinson and him. After a long plug Robinson finally caught Schnell, but did not have the steam to go around and for a lap it was a neck and neck sprint. Robinson was nearly "all in" at this juncture and dropped back for a quarter of a lap. For the third time the red-headed youngster caught his man and this time, with a jump he got by, and the best race of the evening was over, after lasting 3 miles 1 lap.

Nineteen cash chasers started in the ten miles lap race and from start to finish there was a fight between the lunch ticket men for the dollar laps. Devonovitch, the Russian revolutionist, got two, Samuelson took one, Burris got the same amount, Hollister got three and Mitten paid his board bill with five. Samuelson, McFarland and Downing rode a heady race and were in the right position for the final sprint. Shortly before the last lap Samuelson uncorked a beautiful sprint and seemed a sure winner, but McFarland got his legs working and came back with one equally as good, losing out the Mormon speedthrift by a half wheel at the tape. Downing was a good third, and Hopper took fourth money.

Young Lawrence, of San Francisco, showed that he has a coin-landing kick when he annexed the prize in the three-quarter mile handicap, riding from scratch. The amateur racing is the real brown-in-the-bottle kind and the dopesters are having hard work figuring out the champion. So far it looks like Lawrence. Norman C. Hopper also showed his speed in the half mile handicap when he won from the 45 yards mark in the fast time of 56⅘ seconds. Agarr was second and Downing third. The summaries:

Three-quarters mile handicap, amateur—First heat won by G. H. Robinson (40); second, Hall McCormack (30); third, Al Halstead (scratch); fourth, C. V. Herman (55); fifth, George Hamshire (15). Time, 1:40⅘. Second heat won by Sid Morris (30); second, Ed Mayer (25); third, Rodney Diefenbacher (10); fourth, A. Crebs (40). Time, 1:27⅘. Third heat won by P. Lawrence (scratch); second, Parley Giles (15); third, L. Thomas (35); fourth, A. Bird (70). Time, 1:31. Final heat won by Lawrence; second, Crebs; third, Halstead; fourth, Giles. Time, 1:30⅗.

One-half mile handicap, professional—First heat won by Walter DeMara (30); second, Emil Agraz (80); third, Worthington Longfellow Mitten (50); fourth S. H. Wilcox (15); fifth, Norman C. Hopper (45). Time, 0:56⅗. Second heat won by Steven Senhouse (80); second, Theodore Devonovitch (60); third, Hardy K. Downing (10); fourth, Clem Turville (95). Time, 0:57⅗. Final heat won by Hopper; second, Afiraz; third, Downing; fourth, Turville. Time, 0:56⅘.

Unlimited pursuit, amateur—First heat won by P. Lawrence; second, Frank E. Schnell; third, Rodney Diefenbacher, fourth, Parley Giles. Second heat won by Ed Mayer; second, Theodore Wright; third, G. H. Robinson; fourth, Al Halstead. Final heat won by Robinson; second, Schnell; third, Lawrence; fourth, Mayer. Time, 7:07⅗. Distance 3 miles 1 lap 75 yards.

Ten miles open lap, professional—Won by Floyd McFarland; second, W. E. Samuelson; third, Hardy K. Downing; fourth, Norman C. Hopper. Time, 22;07⅘. Lap prize winners—Samuelson and Burris, 1 each; West, 3; Hollister, 3; Deconovitch, 2; Mitten, 5.

Bearded Russian Butts in at Salt Lake.

Salt Lake City has a new wonder. He is a Russian revolutionist who went through the Boer war as a "pony express" rider, except that he used the bicycle instead of a horse. Theodore Devonovitch is his name and he intends to race as an amateur at the Salt Palace and the Saltair tracks. D-e-v-and-the-rest-of-it has been a "butt-inski" in the racing game. He won the African championship and rode fairly well in Australia. He arrived in Salt Lake unheralded and it was only when he attracted attention at the track that his identity became known. D-e-v-and-the-rest-of-it wears a long, flowing beard which he says is good luck and the style in Russia, and he refuses to part with it. At first sight he is taken for a man of forty years, but his age is only half that. There may be interesting developments when his whiskers get tangled up in the spokes in case of a fall. As to the results should both his name and his whiskers mix up in the entanglement, is something that no language other than Russian could be expected to express in a proper way.

SMALL BOY WINS BIG ROAD RACE

Generous Handicap Helps Him to Victory at Cleveland—Bicycle and Motorcycle Track Races Well Contested.

Ben Heppes, a mere mite of a boy, ran away with the 15 miles handicap road race at Cleveland on Saturday last, 6th inst. Heppes's victory was a great surprise as no one had been looking for so slim a youngster to make any kind of a showing. That is where they made their mistake, for the 13-year-old lad had not been working on a milk wagon all spring and summer for nothing. He, with Victor Lister, also of Cleveland, were given the limit in the handicaps—eight minutes—and Heppes crossed the finish line about five lengths ahead of Barrett, who had 7 minutes start.

The Cleveland road race and the meet which followed was promoted under the joint auspices of the Cleveland Bicycle Dealers' Association and the Cleveland Wheelmen. Its management was perfect and interest was added to the occasion by running the race for fourteen miles, finishing with one mile on the track at Glenville. The finish of the scratch men in the road race was watched with considerable interest, but it did not create the usual excitement, as they did not finish as well up as they should have done. In the final sprint Henry Bigelow of Chicago, outsprinted Henry Schafer of Dunkirk, N. Y., Frank Casey of Syracuse, and F. Gilmer, of Grand Rapids, in this order. They failed, however, to land the time prize, which was won by Crozier, a 2-minute man, in 43 minutes.

The track races in the afternoon all were exciting and the visiting riders carried off all the prizes except in the novice race, which went to H. Albright, of Cleveland. One of the best events was the mile handicap in which there was a lively sprint at the finish between Casey, Bigelow and Joe Scheider, the last named of Buffalo. Casey won with Bigelow second by inches. Harding of Chicago won the mile open with Stanley of Cleveland second. Casey, the little Syracusan, got a bad position and could do no better than finish third. The two miles handicap went to Bigelow.

Despite the fact that he was tired from winning the road race, young Heppes entered the race for boys under 14 years of age and finished a close second to Lister.

Charles Van Sickle, of Hammond, Ind., was quite the whole show in the motorcycle races, winning both the five and ten miles events. In the five miles handicap Van Sickle started from scratch and he lapped every man in the race but Sabo, of Cleveland, who finished second. The same thing happened in the ten miles handicap, in which Sabo again got the place. Van Sickle's time in the five miles event was 5:27⅘, and in the ten miles, 10:45⅗. He also did a five miles exhibition in 5:11⅗. The summaries:

Fifteen miles handicap road race—Won by Ben Heppes, Cleveland (8 min.), 47:05; 2, Henry Barrett, Cleveland (7 min.); 3, W. B. Thorne, Cleveland (5); 4, W. C. Brock, Cleveland (5); 5, A. Hogan, Cleveland (7); 6, F. J. Seigenthaler, Cleveland (6); 7, R. R. Crozier, Cleveland (2); 8, J. Schroeder, Buffalo (2); 9, Victor Lister, Cleveland (8); 10, Hans Wilkins, Cleveland, (3);11, W. Hacket, Detroit (4); 12, O. Hitchcock, Toledo (2); 13, H. C. Bassett, Cleveland (3); 14, R. J. Reed, Lakewood (6); 15, M. McNutt, Cleveland (5); 16, —; 17, Bert Harding, Chicago (1); 18, H. Johnson, Toledo (1); 19, J. Noble, Cleveland (7); 20, H. D. Parker, Cleveland (6); 21, H. Bigelow, Chicago (scratch); 22, H. Schaefer, Dunkirk (scratch); 23, F. Casey, Syracuse (scratch); 24, F. Gilmer, Grand Rapids (scratch). Time prize winners: First, R. R. Crozier, Cleveland, 43:00; 2, J. Schneider, Buffalo; 3, H. Bigelow, Chicago; 4, Henry Schafer, Dunkirk; 5, F. Casey, Syracuse.

One mile motorcycle, novice—Won by A. Striple, Cleveland; second, Neidermeyer, Cleveland; third, McIntire, Cleveland. Time, 1:32⅗.

One mile bicycle, novice—Won by H. Albright, Cleveland; second, Horn, Cleveland; third, Randecker, Cleveland, Time, 2:38.

One-half mile bicycle, boys under 14—Won by Lister, Cleveland; second, Heppes, Cleveland; third, Garoin, Cleveland; fourth, Newman, Cleveland. Time, 1:19⅗.

One mile bicycle, handicap—Won by Casey, Syracuse; second, Bigelow, Chicago; third, Schneider, Buffalo; fourth, Hitchcock, Toledo. Time, 2:24⅕.

Five miles motorcycle, handicap—Won by Charles Van Sickle, Hammond, Ind. (Indian); second, Sabo, Cleveland. Time, 5:27⅘.

Ten miles motorcycle, handicap—Won by Van Sickle, Hammond; second, Sabo, Cleveland. Time, 10:45⅗.

One mile bicycle open—Won by Harding, Chicago; second, Stanley, Cleveland; third, Casey, Syracuse. Time, 2:46⅗.

Five miles against time, motorcycle—By Charles Van Sickle. Time 5:11⅗.

Two miles bicycle, handicap—Won by Bigelow, Chicago; second, Casey, Syracuse; third, Harding, Chicago; fourth, Hill, Grand Rapids. Time, 5;04⅗.

Club Without Treasurer or By-Laws.

The Indian Motorcycle Club was organized in Buffalo, N. Y., on Saturday, 6th inst., with the following officers: President, Howard Ganson; vice-president, Robert Gard; secretary, Fred Hurlburt. No treasurer is necessary as the club is to be without dues or constitution, and is intended as a social organization "to promote a friendly feeling between motorcyclists." The club grew out of a dinner given to Stanley T. Kellogg on the night of his record-breaking performance on the Kenilworth Park track. The club proposes to hold "country runs" twice a month. The Indian agency will be its headquarters.

Only One Failure on Double Century.

Chiefly because it was promoted on rather short notice, the first open event held by the Concourse Motorcycle Club, New York—a double century which occurred last Sunday, 7th inst.—did not attract a very large number of entrants. But of 28 starters, all save one finished. The route was from New York to Savin Rock, Conn. (near New Haven), and return. The roads were none too good.

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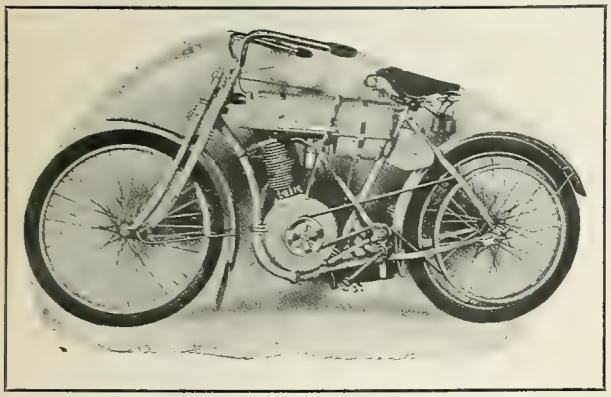
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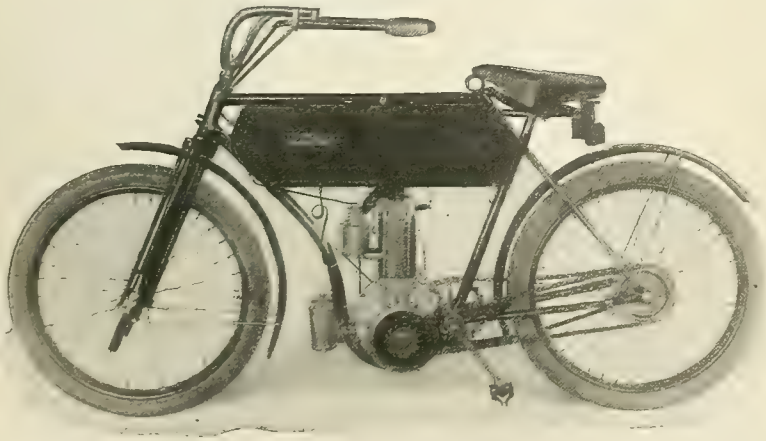
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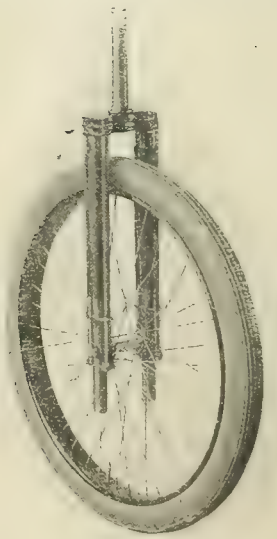
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TOURING AMID WILDS OF OZARKS

Strenuous Experiences of St. Louis Cycling Explorers—The Thirteenth Man's Exciting Chase after the Bunch.

St. Louis, June 6.—Of all the long, exploration tours undertaken by St. Louis wheelmen, none can compare with the trying conditions encountered on the St. Louis Cycling Club's tour of May 30-31, into Washington county. This section of the country, beginning 50 miles southwest of St. Louis, was a region that a number of St. Louis wheelmen often expressed a desire to become acquainted with. It was well known that it was a region of extreme wildness, with few settlements, but no one ever thought that roads could be so uneven, so indistinct, so utterly vile, and in every way so difficult to travel, as those that were encountered on the tour. The country itself, being in the beginning of the Ozarks, is one of virgin untamedness and extreme beauty. Of settlements there are practically none, and the points designated on the maps usually denote the location of some store where the native barters the tiff, a mineral that is chemically barium sulphate, and which is used in paint manufacture, which he picks out of the ground, for the very few necessities that his simple life requires. Indeed, it is quite remarkable to behold such wild country, such simple life, hardly 50 miles from a city of 600,000 population.

It was planned to enter this country by the De Soto road and leave it by the Gravois highway. Accordingly at 8 a. m. Saturday morning, the following 12 wheelmen were ready to leave Hillsboro, 37 miles from here: C. L. Barr, Joseph Parks, C. Lindenschmit, H. W. Lang, George H. Breinig, H. R. Horsfall, A. P. Laing, M. Dinsler, William Sturm, R. Warncke, and A. J. Schmidt. The last three left St. Louis at 9 p. m. and had a rather tedious run in getting as far as Bulltown, 25 miles, where they remained in a hay loft from 1:45 a. m. to 6 a. m. Their troubles were owing to Schmidt having just taken out a new machine, the pedals of which insisted on unscrewing from the cranks. A thirteenth would-be participant, George Lang, reached Hillsboro 2½ hours late, after a wild goose chase lasting two days.

For the first 13 miles past De Soto to Vineland, traveling was fairly good, but after that it was for the greater part a case of pedestrianism, or rather constant climbing out of gullies, over boulders, stumps, wading deep creeks, and overcoming countless other impediments of travel; indeed the rate of progress from Vineland was at the rate of between 4 and 5 miles per hour. Yet difficult as was cycling, it was mere child's play compared with automobiling.

Just out of Vineland two mules were giving their best efforts to dislodge a touring car that became anchored. This party was headed for Potosi, the county seat, and the only town of Washington county, and when they learned that the 12 cyclists were headed the same way they implored them to stay with them. Old Mines, or rather a few frame houses, was the next point, then a long 6-mile walk up hill to Potosi, 32 miles from Hillsboro. Potosi was reached at 2.30 p. m., where an hour's stop was made for lunch and then a retracing of steps to Old Mines, where the automobile was again met.

Next a hill of frightful steepness was encountered and when Lindenschmit began to walk down, Warncke told him he was a disgrace to the club, and at almost the same instant executed an involuntary plunge over



the handle bars. Later came Mineral creek, three feet or more deep, which had to be waded, and then a trudge of over a mile through a sand bed, where the monotony was varied by hunting and killing snakes. Only one who has had experience can appreciate what it means to ford and walk up creek beds mile after mile. The sharp gravel works into the shoe soles and soon each step becomes painful. The great beauty, however, of these clear gravel bottom creeks makes it well worth while to undergo these inconveniences. Richwoods, a settlement where it was planned to spend the night, was reached in due time, and the "bunch" ate supper in stocking feet, so footsore were they.

Richwoods was left at 7.45 a. m. the next day by a route leading to Cedar Hill, on the Gravois road that had been followed on the Labor Day tour of September, 1907. Here the roads improved somewhat and travel was less tiresome, yet there were two more incidents. A creek was crossed where the bed was a very smooth slab of rock. The first two men naturally attempted to ride through, but as there was absolutely no friction betwen the wet smooth stone and the rubber tires, they went down into the water with a great splash. Before getting to Cedar Hill the Big River had to be crossed and as the bridge had been carried away by a recent flood, there was a genuine problem to solve. A scow was spied on the opposite bank, whereupon Lindenschmit and Lang shed their clothes, swam the stream, and after an hour's work ferried the tourists across, landing them in Cedar Hill at 1 p. m.

The thirteenth man, George Lang, who participated in the wild goose chase, made the entire route alone, with a number of extra miles thrown in, always hoping to catch up and always missing connections from between three-quarters to two and one-half hours. When he was close to camp he was sure to follow a misleading trail. Leaving Hillsboro 2½ hours late he rode the Iron Mountain railroad track from Vineland to Mineral Point, 14 miles, and thence to Potosi, reaching this point three-quarters of an hour after the crowd had left. He immediately set in pursuit, but got on the wrong trail and got into Old Mines, where he knew they would pass through, 2 hours behind. There he set out, hoping to make Richwoods that night. Darkness overtook him and as the road led up a creek bed it took from 7 to 9.30 to make 6 miles, about half of the way.

While it is difficult enough to follow such a road by daylight, it is as nothing compared to what it is by night. Every time the road dipped into the creek it meant a long search on the opposite bank to again locate the road. He put up for the night with a storekeeper and set out at 6 a. m. for Richwoods, but then he had something to think about. The rear tire of his machine was of poor quality and with the result that nearly all of the rubber was torn off the casing. He used up all the tape he had and knew what the consequences would be if the tape wore out, so that catching the crowd was no longer a matter of convenience, but of great importance. He missed them by one-half hour at Richwoods, got lost again, and was two hours behind when he got on the trail again at Luebbring, 15 miles from Cedar Hill and nowhere else in particular. Fearing he would again lose them at Cedar Hill he tried to send a telephone message for them to leave a roll of tire tape, but in this section the telephone operators only work when they feel like it. He had rare good luck and his tire held out till he reached Cedar Hill at 2.30 p. m., where he sat down to his first meal in 32 hours.

Aside from a few punctures and broken chains, only one repair was necessary, and that was after leaving Cedar Hill, when H. W. Lang's tire exploded, tearing one-quarter of the flange off the clincher rim. A repair was soon effected with tire tape, once again emphasizing the importance of carrying a good supply of this material. The tour splendidly illustrated what a cyclist can do. Better time was made over greater distances than the natives made on horseback.

The most important event of the N. Y. M. C. Hill Climb, Fort George, June 6th, was

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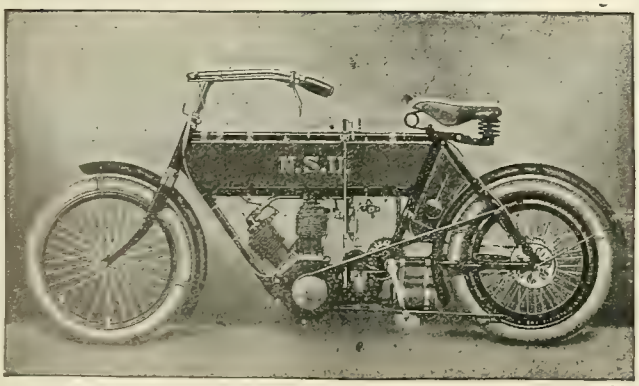
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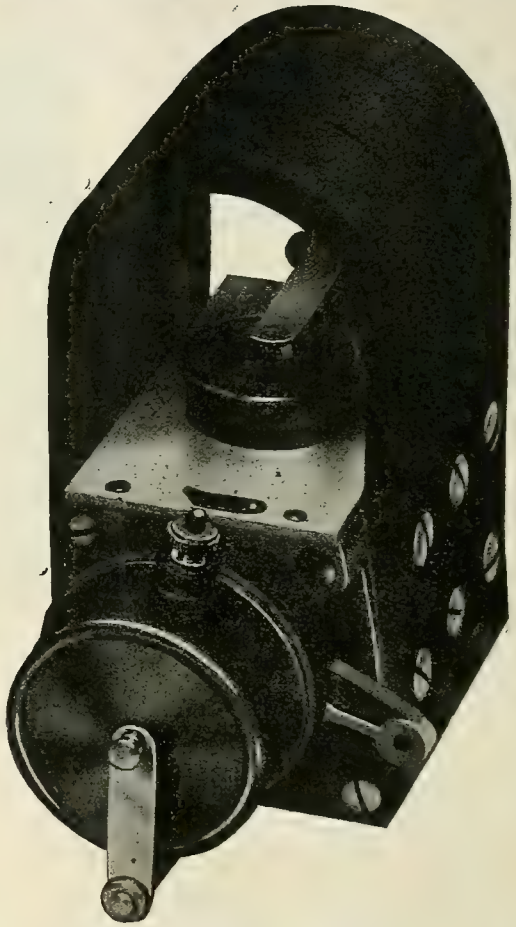
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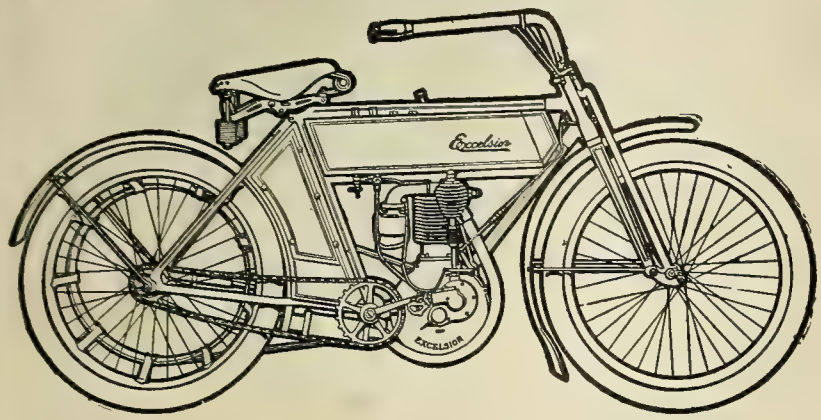
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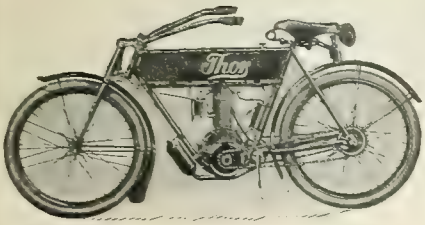
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The Week's Patents.

886,601. Friction Sprocket. Emil F. Hafelfinger, Weehawken, N. J. Filed Aug. 29. 1906. Serial No. 332,435.

1. A sprocket having a web provided with a conical periphery, a toothed rim having a conical inner wall, and surrounding said web, friction material between the conical faces of said parts, and means for constantly clamping both parts and the friction member in engagement.

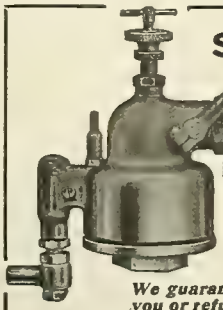
886,889. Handle Grip for Cycle Handle Bars. Martin C. Stokes, Hartford, Conn., assignor to The Hartford Rubber Works Company, a Corporation of Connecticut. Filed May 28, 1907. Serial No. 376,099.

A handle grip for the handle bars of cycles formed of resilient material and comprising a thin-walled portion having a large bore adapted to receive the end of the handle bar, a thick walled extension having a reduced bore, and a tubular fabric portion forming a lining for the handle receiving portion and provided with an axial extension embedded in the thick-walled extension.

887,966. Motorcycle. William G. Schaeffer, Reading, Pa., assignor, by mesne assignments, to Reading Standard Company, a Corporation of Pennsylvania. Filed Oct. 8, 1906. Serial No. 337,868.

A motorcycle having a frame of substantially diamond shape, the seatpost of which is formed in part by the cycle-motor, and the lower rear fork member of which comprises a hanger bar formed with spaced apart pedal shaft and countershaft hangers and tube connecting projections on said hangers respectively for the lower front bar and the fork ends, and sprocket wheels for the motor and rear wheel chains eccentrically mounted in the countershaft hanger so as to be jointly adjustable for simultaneously taking up wear of both of said chains substantialy as set forth.

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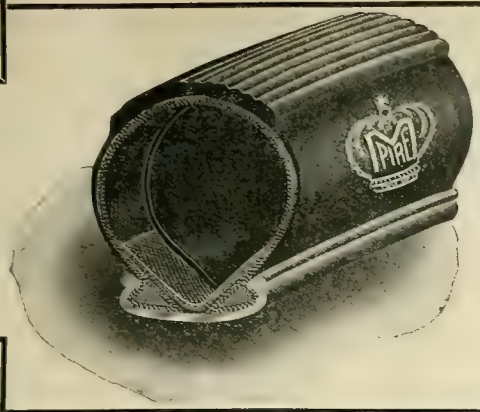
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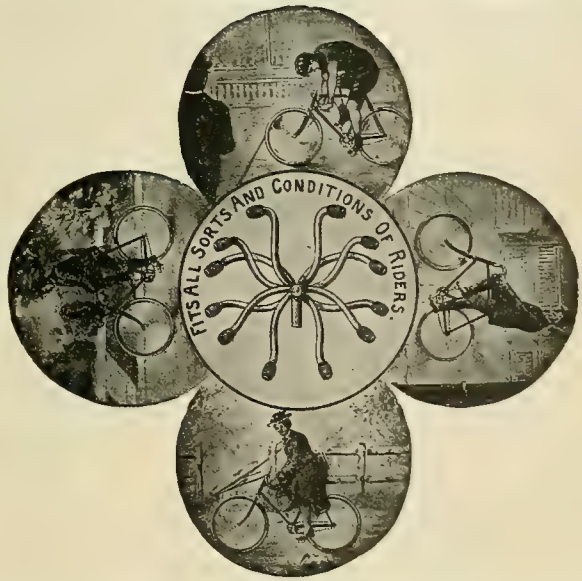
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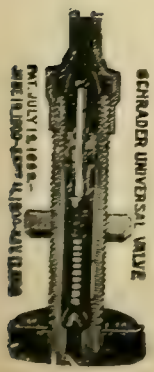


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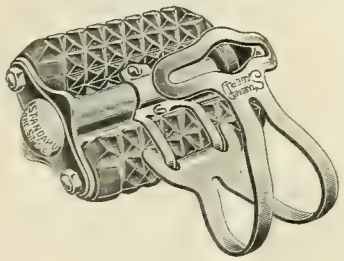
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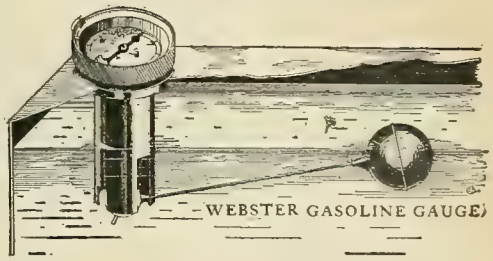
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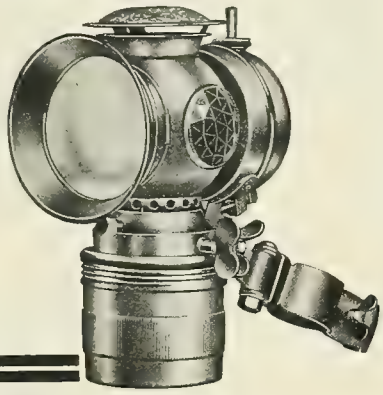
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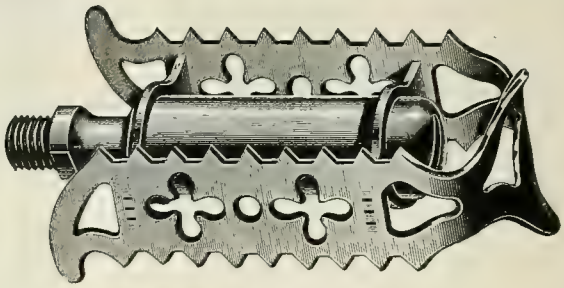
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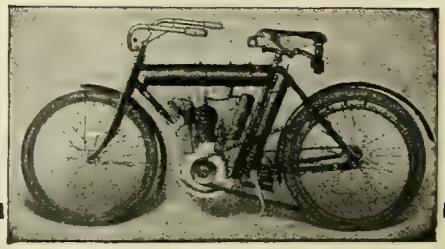
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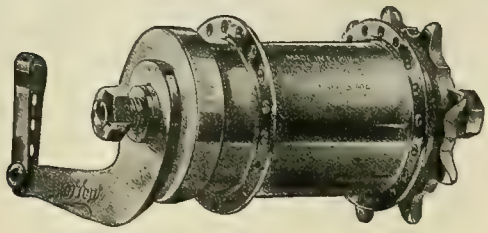
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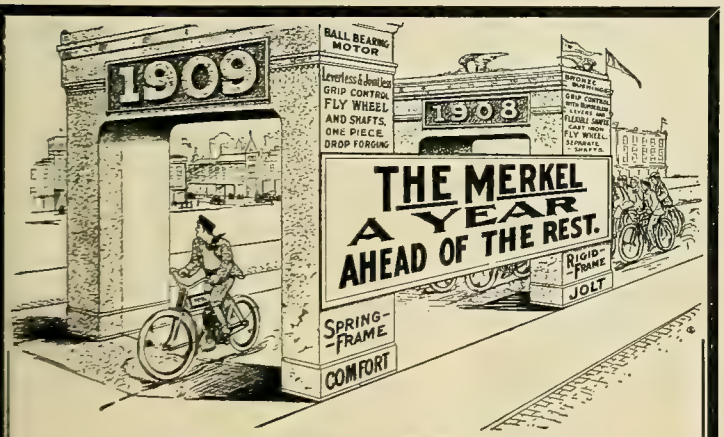


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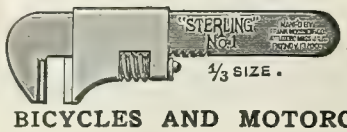
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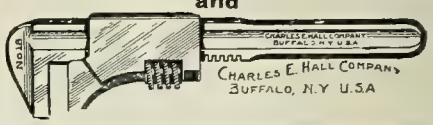
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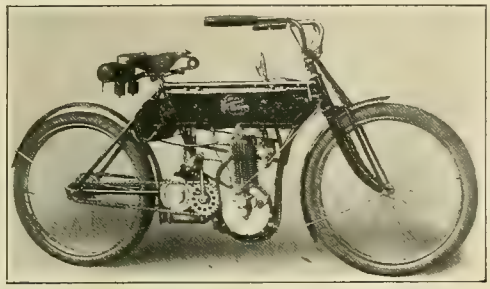
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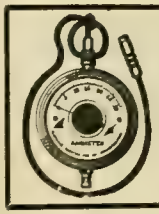


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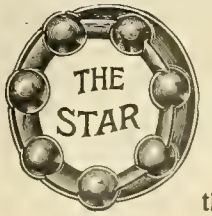


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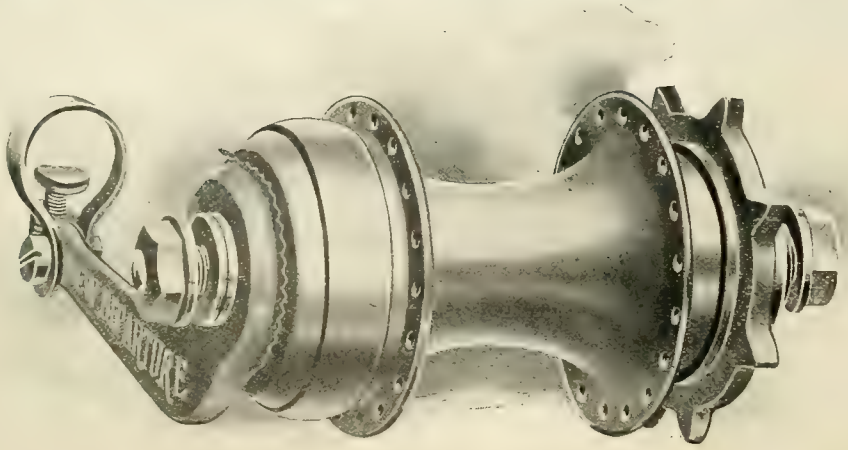
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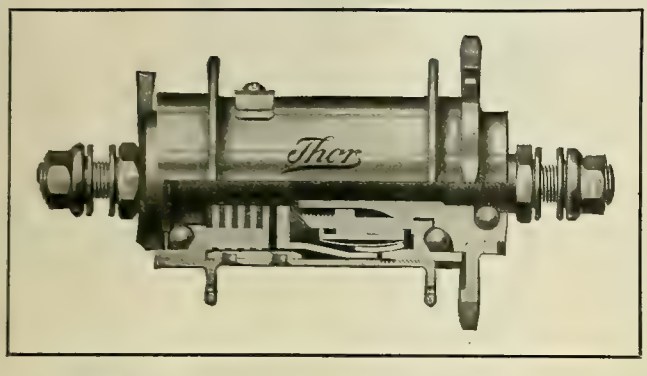
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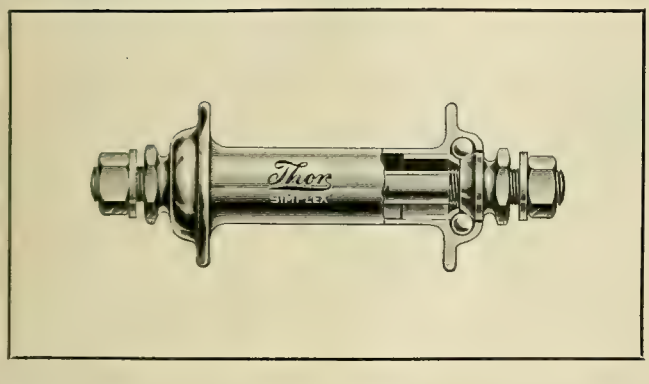
¶ In pedaling it is free from sliding friction.

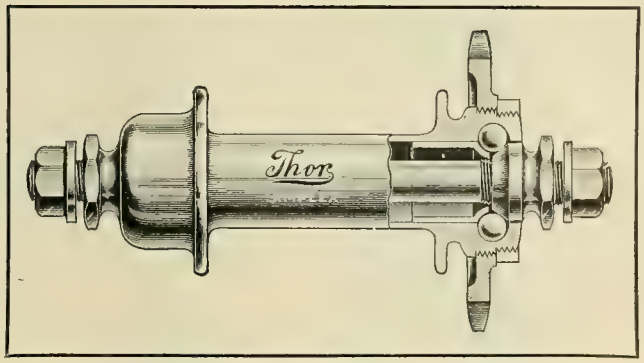
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¶ They have a one-piece barrel properly tempered and hardened by a special process.

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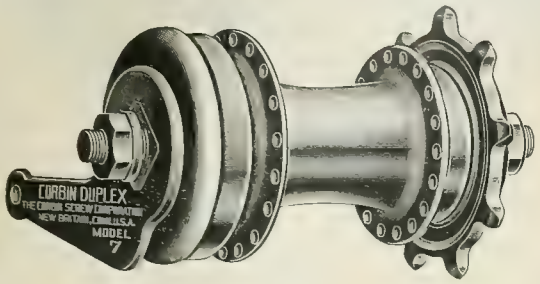
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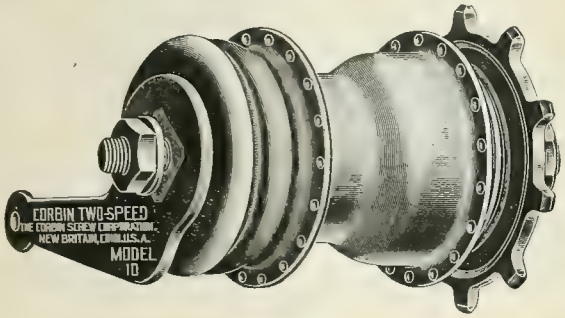
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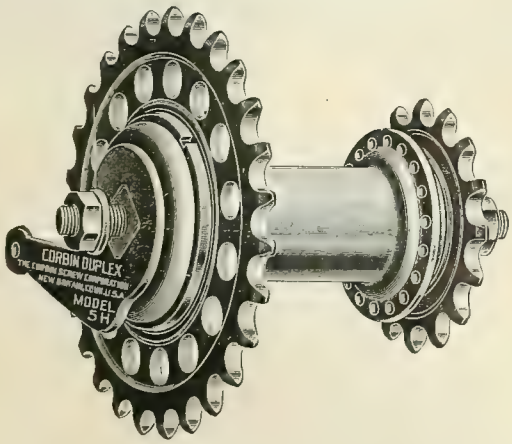


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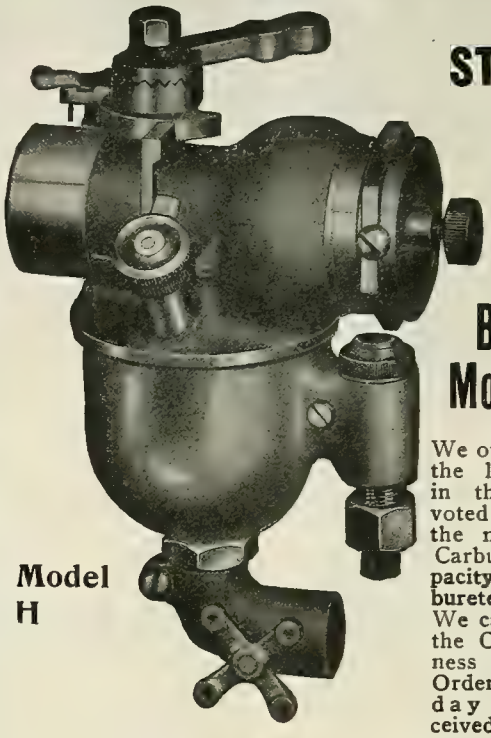
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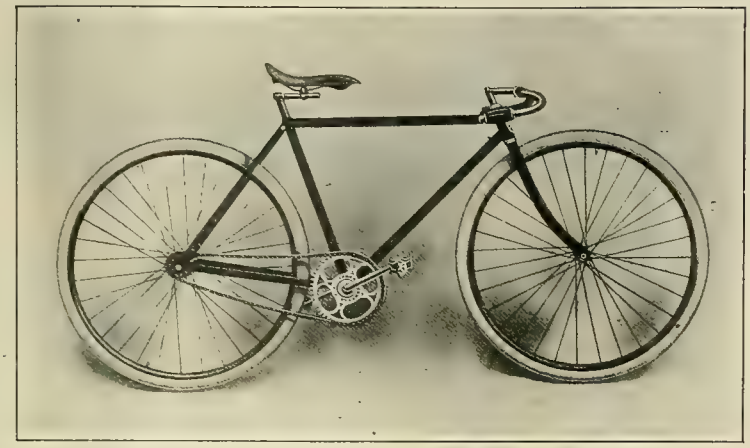
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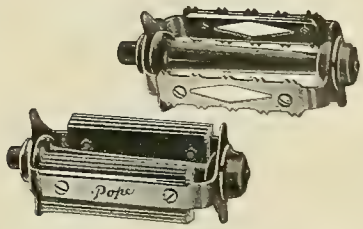
Excelsior Supply Co., 233 Randolph St., Chicago, Ill.
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Jas. Bailey Co., Portland, Me.
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C. J. Smith & Co., 16 W. 4th St. St. Paul, Minn.,
Northern Electric Co., Minneapolis, Minn.
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Gordon's Auto Supply Co., Elliott St., Boston, Mass.
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Angier Company, 9-11 Dorrance St., Providence, R. I.
Waite Auto Supply Co., Providence, R. I.
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Chanslor & Lyon Motor Supply Co., 542-6 Golden Gate Ave., San Francisco, Cal.
Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.
Powell Automobile Co., 2010 Farnum St., Omaha, Neb.
Archer, Coombs & Winters Co., Portland, Ore., 306 Oak St.
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Coughlin & Davis, 8th and Walnut Sts., Cincinnati, Ohio.
De Mooy Bros., 1831-37 55th St., Cleveland Ohio.
Chas. E. Miller, 406 Erie St., Cleveland, Ohio.
H. T. Hearsey Vehicle Co., 113-117 W. Market St., Indianapolis, Ind.
Milwaukee Auto Engine & Supply Co., 706-8 Winnebago St., Milwaukee, Wis.
Kilbourne & Clark Co., 307 First Ave., So., Seattle, Wash.
John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
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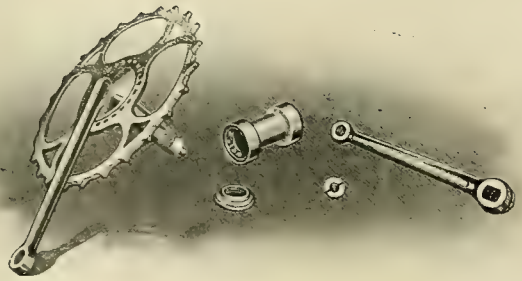
Cleveland Bicycles



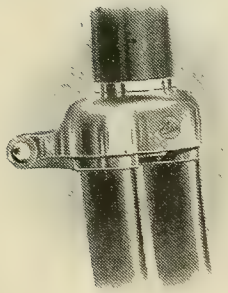
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There are more Pope High Grade Bicycles sold in this country than any other kind. This proves their popularity.

Practically all of the best racing men ride Pope Bicycles. This proves that Pope Bicycles are the strongest and most speedy, for if they are sufficiently strong and speedy for racing, they certainly have the same qualities for road work.

Cleveland Bicycles are easy running because of their correct design, the crank hanger construction, and their faultless bearings.

The sleeve in the crank hanger guarantees perfect alignment, one continuous ball seat, and absolutely perfect bearings.

Then, too, the bearings of all Pope Bicycles, the same now as for thirty years, are made just right, not only of the correct shape and size, but the process of case-hardening, (used only in Pope Bicycles), insures cases and cones that have a hard and lasting wearing surface, and a tough and durable core.

These are the most important features; in fact, the life of a bicycle, and it is admitted the world over that Pope bearings have no equal.

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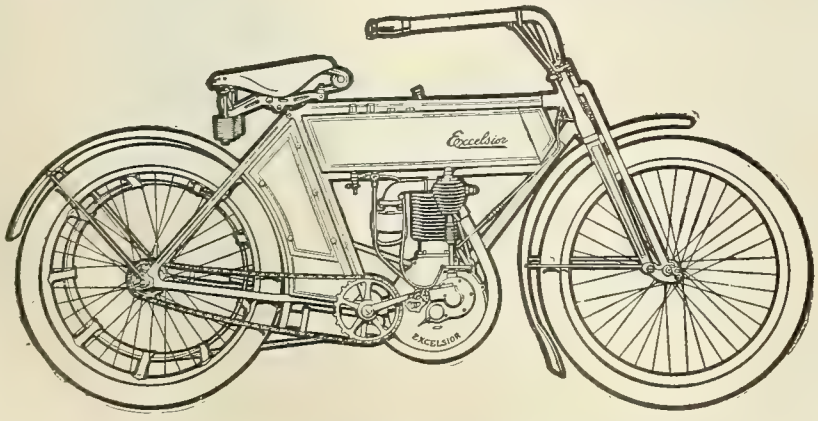
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THREE PERFECT SCORES

Not one stop in 300 miles for adjustments, alterations or repairs.

Could have run hours under the schedule but prevented by the rules.

A severe reliability test for most cycles is a joke for the

EXCELSIOR AUTO-CYCLE

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EXCELSIOR SUPPLY COMPANY, 233-237 Randolph St., Chicago

(Established 1876.)

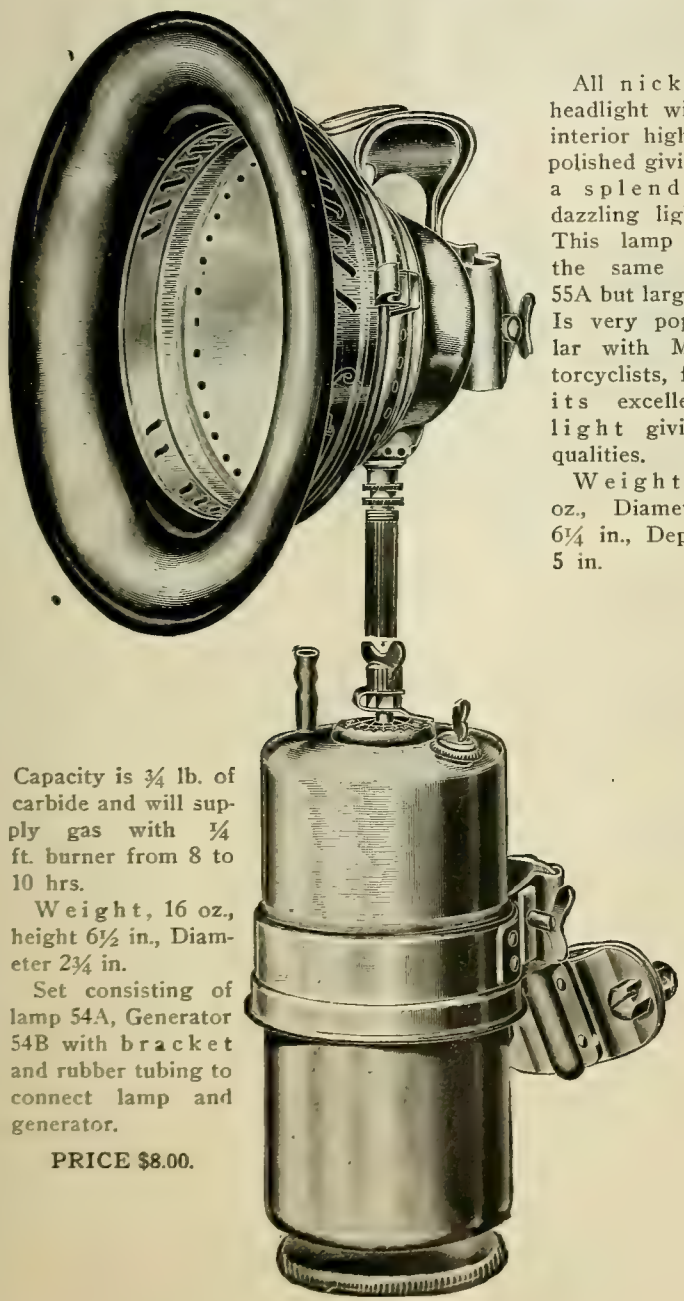
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For Sale By All Leading Motorcycle Dealers.

Lamp and Generator

Set No. 54A and 54B.

LOOKS GOOD, AND IS AS GOOD AS IT LOOKS.



All nickel headlight with interior highly polished giving a splendid dazzling light. This lamp is the same as 55A but larger. Is very popular with Motorcyclists, for its excellent light giving qualities.

Weight 16 oz., Diameter 6¼ in., Depth 5 in.

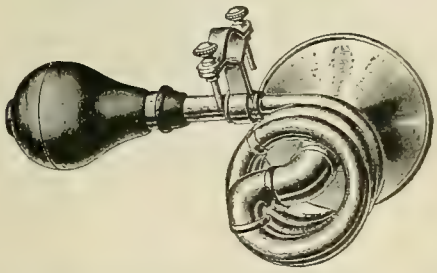
Capacity is ¾ lb. of carbide and will supply gas with ¼ ft. burner from 8 to 10 hrs.

Weight, 16 oz., height 6½ in., Diameter 2¾ in.

Set consisting of lamp 54A, Generator 54B with bracket and rubber tubing to connect lamp and generator.

PRICE $8.00.

Blanchard Horn

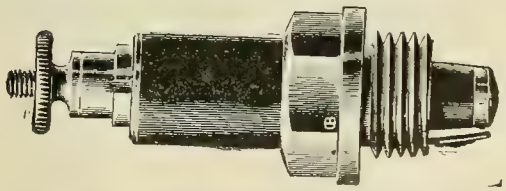


The most popular horn for motorcycle and bicycle use. The triple twist construction produces a deep, penetrating tone not attained in any other horn.

Finished in polished brass or nickel.

No.	Size of Bell.	Price.
10	3¼	$3.00
11	4	$3.50

French Mica Plug

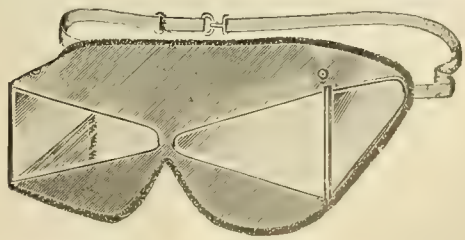


High class plug for motorcycles.

Constructed from amber mica with composition platinum points insuring positive spark. Can be easily cleaned owing to its simple construction.

PRICE, ½ in. and Metric, 90c.

New Four-Way Goggle



A high class motorcycle goggle. Made of fine soft kid leather, edges lined with velvet. Allows a wide range of vision. Glasses are made in V shape and are interchangeable.

No. 89 V—PRICE $1.00.

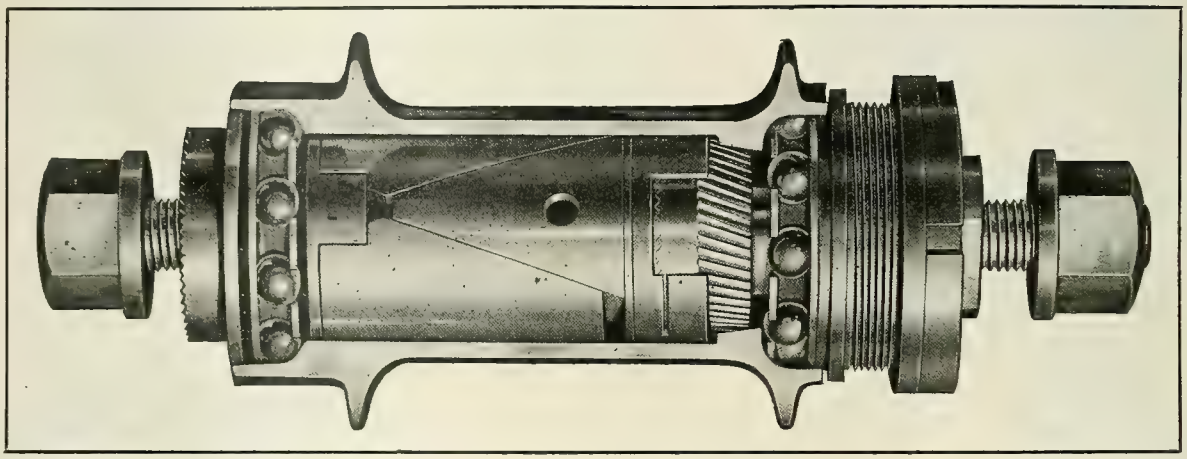
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¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

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THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, June 20, 1908 | No. 13

NEVERLEAK RENEWS ITS CAMPAIGN

Suit Begun Against Dealer in Tire Fluid for Infringement of Patent—On the Trail of Other Offenders.

Because he has been handling a tire fluid labeled Stop-m-up, David Apstein, of Bridgeport, Conn., will have to convince the United States Circuit Court for the District of Connecticut that he is not guilty of infringing the Neverleak patents.

Based on his sale of Stop-m-up, the owners of the Neverleak patents, the Buffalo Specialty Co., have brought suit against Apstein, alleging infringement, and asking for an injunction and an accounting.

Meanwhile, the United States Court for the Western District of New York has granted judgments for costs and issued permanent injunctions against Joseph L. Adams and Edward Hippchen, who sold the same preparation that has got Apstein into trouble.

The Buffalo company states that its travelers are scouring the country for further evidence of infringement of their Neverleak patents and that additional actions will be filed within a few days.

Nally to Manage Lockport's Branch.

C. F. U. Kelly, president of the new Lockport Rubber Co., announced this week that D. B. Nally, the New York representative of the Continental Rubber Works, will join the Lockport company's staff on September 1st next. Nally, who is a big, genial soul with a knack of making friends, will have charge of the branch which the Lockport Rubber Co. will establish in New York.

New York Depot for Harley-Davidson.

The Thomas-Roberts Co., which was organized by the two Rochester riders of those names to handle Harley-Davidson motorcycles in this part of the country, have located favorably in New York City at 2230 Broadway, near Seventy-ninth street. They have leased half of the deep, glass-front store at that address, and all of the basement, and will carry a full stock of Harley-Davidsons and motorcycle accessories and will also repair and store motorcycles.

Fire Destroys Shelby Tube Plant.

The plant of the Shelby Steel Tube Co., at Pittsburg, Pa., was totally destroyed by fire on Thursday last, 18th inst. What effect the loss will have on deliveries of tube is not yet known.

Alexander to Compete with Elyea.

W. D. Alexander, formerly of the Alexander-Elyea Co., Atlanta, Ga., who took over the firm's Jacksonville (Fla.) branch when he and Alexander recently parted company, is preparing to establish a jobbing house of his own in Atlanta in competition with his former partner. Alexander is at present in New York purchasing stock.

Robie Pleased with Excelsior's Reception.

Fred C. Robie, the active head of the big Excelsior Supply Co., Chicago, is in New York this week. Robie is not much given to conversation, but it is plain to see that he is immensely pleased by the reception accorded the new Excelsior motorcycle. He states that they are being shipped at the rate of 10 each day.

M. & W. Branch Moves to Los Angeles.

Morgan & Wright have transferred their Pacific Coast branch from San Francisco to Los Angeles. Their representation in the former city has been turned over to a new concern, the Weinstock-Nichols Co., who recently succeeded the Harris Rubber & Supply Co.

The Retail Record.

Mobile, Ala.—T. E. Spotswood Cycle Co., new firm at Springfield avenue and Dauphin street; co-partnership of T. E. Spotswood Jr., and W. S. Pritchard.

POPE AFFAIRS ARE AIRED AGAIN

Creditors and Receivers Exchange Opinions in Chancery Court—Creditors' Chairman Assumes a New Role.

In responding to a question asked at an airing of the Pope Mfg. Co.'s affairs which was given in the Chancery Court of New Jersey in Newark on Wednesday last, Albert L. Pope, in a small remark paid a large tribute to the bicycle dealer.

"In 20 years," he said, "we have not lost one-fourth of one per cent. of our bicycle accounts."

The reply was brought out in the course of the hearing on the petition of Mr. Pope and his co-receivers for permission to continue the business and to make purchases for next season's production. Because of reports of friction between the receivers and the creditors' committee, it was anticipated that the usually dry proceedings would be considerably enlivened; but this proved not the case.

According to the reports that were current, the chairman of the creditors' committee, who represents the note-brokers' interests, had "touched" the receivers for about $40,000 for "services rendered" which suggestion promptly had been repudiated, as also was a second proposal of the same nature which, however, reduced the amount by several thousand dollars. However this may be, it is certain that Chairman Swartwout's firm has addressed a communication to the banks involved proposing that the firm be allowed a 3 per cent. commission on all collections that may be made. This letter is said to have been issued without the knowledge or consent of the other banking representative and that as a result, some extremely emphatic opinions were exchanged between the two men.

The fact is that the Pope receivers have about $1,250,000 in cash in the various States and that the creditors' committee is

not content with the 25 per cent. dividend which has been declared and the 25 per cent. additional which is in prospect. Like Oliver Twist, they want more and without waiting for it. The receivers, while admitting that the funds in hand are sufficient for a larger dividend, contend that if it is paid, it will cripple their resources and leave them without sufficient working capital to properly conduct and continue the business.

At the hearing on Wednesday, Receivers Pope and Yule were present, accompanied by the receivers' New Jersey counsel, Sherrard Depue, of Lindabury, Depue & Foulks, of Newark, and Mr. Yule's personal counsel, Scott McLanchan, and by L. H. Freedman, of Joline, Larkin & Rathbone, of New York. Of the creditors' committee there were present, R. H. Swartwout, chairman, and C. N. Gillett, secretary. The committee was represented by Counsellor Percy S. Bryant, of Hartford, while Walter S. Schutz, also of Hartford, represented a number of small creditors. Messrs. Swartwout, Bryant and Schutz all voiced the same opinion, which was tersely expressed by Swartwout when he said:

"We want our money. If the stockholders want to continue the business, let them furnish the funds. The creditors get only the face value of their claims with interest; the stockholders get the rest."

"How much will it require to continue this business for a year?" asked the court.

"About $800,000," responded Receiver Pope.

Receiver Yule said they might be able to get along with $600,000, but should have $800,000, as manufacturing conditions have altered in the last two years.

Mr. Bryant disclaimed any intention on the part of the creditors' committee to criticize the receivers. He said they had done admirably and given full satisfaction to the creditors, but that they had not shown that they were manufacturing at a profit.

Receiver Yule responded that the report of the certified accountant would show that the business could be continued profitably.

The court inquired whether the creditors' counsel had asked to see this report, and if so, had they been refused. Mr. Bryant answered in the negative.

Vice Chancellor Howell then ordered that one copy of this report be given to the court and another copy to Mr. Bryant, also assuring Mr. Pope that it would not be printed. Pope had said its publication would give to business rivals valuable information regarding Pope manufacturing methods.

"It looks to me from the statements before me that you ought to be able to pay 75 per cent. in four months and have money enough to keep the business from going to the dogs," was one of the concluding remarks of the court. Chairman Swartwout, of the creditors' committee, rejoined:

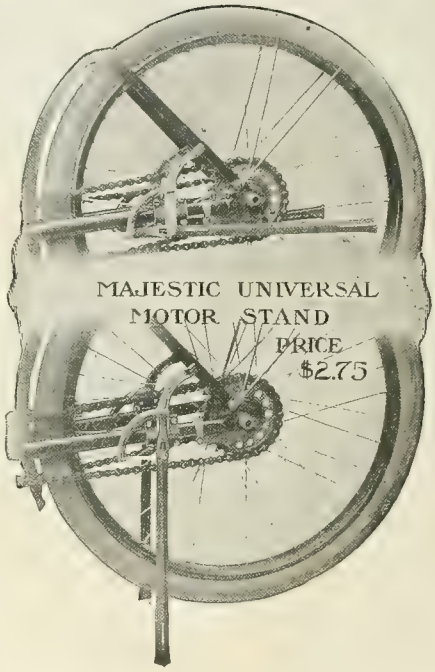
"If we get 75 per cent. in four months it will be entirely satisfactory."

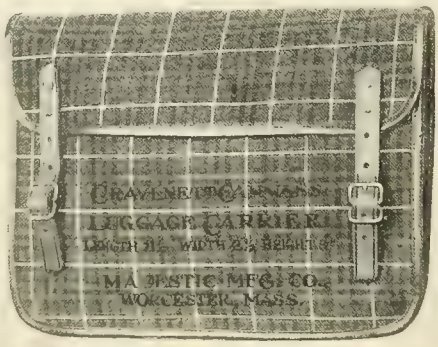
Awaiting the accountant's report, the court took the matter under advisement.

NEW GOODS FROM A NEW CONCERN

Useful Motorcycle Accessories Accompanied by a "Combination Offer"—Original Features of the Portable Stand.

The Majestic Mfg. Co., which recently has been organized in Worcester, Mass., has produced three sundries of interest to motorcyclists—one is a motorcycle stand, another is a waterproof luggage carrying satchel, and the third, a tubular baggage carrier. In the stand have been introduced several features which are new in appliances of this nature. The stand is without extension springs and when it is supporting the machine and a rider there is no strain on the axis screw, the entire weight being carried by the stand frame as a whole, instead of being supported by a unit which





really is designed for the purpose of serving as an axis on which to turn the supports when they are not being used. A novel feature of this device is found in the manner in which the stand supports the bicycle frame and maintains its alignment thereto. Instead of being attached only to the lower stays of the machine, the Majestic stand is designed to run a curved arm to each upper stay as well. As seen in the illustration, each upper stay is straddled by the forked end of the curved extension, and as no bolts or screws are needed at this point, the varying degrees of angularity in different frames are automatically provided for. The stand retails for $2.75.

Another new Worcester product is known as the Majestic cravanette luggage carrier. As the title indicates, this carrier is made of waterproof cravanette. It is lined with canvass, and an interior construction permits of flaps which tuck inwardly under the apron or cover in such a way as to prevent the loss of small articles. On the back of the carrier near the bottom of it, is a strap with which to fasten it to the head of the machine. Running the full length of the carrier, across the back and near the lap, is a wide strip of leather which is sewn to it; underneath this strip is a strip of steel equal to the width of the carrier. Through this leather and concealed steel strip, heavy straps are passed for attaching the carrier to the handle bars. Vertical leather reinforcements are sewn on the back, connecting with the cross strip to distribute evenly the strain. The edges are leather bound to give durability. The price of the satchel has been set at $2.50. The tubular baggage carrier is formed of steel tubing, and is attached to the rear forks and frame. It lists at $5, but for a limited period the Majestic company will ship all three articles for $8.

When the Magneto Chain Stretches.

Occasionally motorcycles equipped with magneto ignition in which the magneto is driven by chain, will lose power in a most unaccountable manner, while all the parts, including the magneto itself, are apparently in good order. Such vexation often may be traced to the magneto driving chain, the trouble resting entirely with the stretch of the chain, which has permitted the armature to lag behind its proper position by a very small amount, thus retarding the spark. Adjusting the chain to its proper tension, generally will repair the fault.

Magneto Parts that Require Attention.

Generally speaking, the only part of a high tension magneto system requiring attention is the contact breaker, and, in the case of a multi-cylinder equipment, the distributor. If it be borne in mind that these organs correspond exactly to the timer of the ordinary battery system, that they are similarly constructed, and require practically the same treatment, much of the "mystery" and uncertainty of the magneto will be found to have vanished.

When Carburetters Require Cleaning.

After having extinguished a carburetter fire by the hysterical expedient of throwing sand over the device, it should be cleaned thoroughly before being used again, even if in perfect running order. The chances are that otherwise sufficient grit will be sucked into the cylinder to do it material injury.

TIRE INFLATION AND ITS EFFECTS

Relation of Pressure to Speed and to Tire Wear—New Light Shed on an Old Question.

It is several years since the cycling fraternity has been agitated over the question of the proper pressures to which pneumatic tires should be inflated. Generally speaking, the idea that the harder a tire may be pumped without danger of bursting, the "faster" it will be, is maintained with the fullest confidence. Certainly no cyclist who has ever attempted any fast riding either on road or track would think of adding to his speed by the simple means of partially deflating his tires. Certain considerations which are perfectly evident, however, make it appear that where very high speeds are attained, particularly on the highway, and with tires which are as heavily loaded as those commonly fitted to motorcycles, the highly inflated tire though reducing the power required to drive the machine, also brings about a certain loss of power through slipping.

The point is merely this, that the hard tire bounches much more than one which is relatively soft, so that at very high speeds it is lifted off the road very frequently. At the same time, the driving effort being constant, it follows that every time the wheel leaves the ground it spins idly for the instant it is in the air. Not simply this, but as the tire returns to the ground, it receives a heavy shock, which is not a direct blow, but a grinding action, due to the fact that the speed at the instant of making contact, is greater than the actual speed of the machine.

With the tire which is only partially inflated, on the other hand, the tread is so yielding that the shocks due to the passage of the machine over obstructions of a minor nature are entirely absorbed by the compression of the air in the tube, and the rebound is counteracted by its subsequent expansion. The consequence is that for the same rate of speed and the same sort of road surface, the machine rides much more evenly and experiences less severe shocks in frame and gear.

As a result of this, the tread of the tire is practically in constant contact with the road surface, while the driving effort is transmitted at a perfectly uniform rate. The elimination of the bounding in the machine thus accomplishes the two-fold purpose of relieving the machine and its rider from the repeated shocks due to the vibration which occurs when the tires are inflated to a sufficient degree to retain their shape at all times, and also it serves to secure a more even footing for the application of the tractive effort.

A particular disadvantage which results from this practice, however, and which is sufficient at present to discourage its use, is that the effect on the tire itself is most severe. In fact, were it to become common practice to ride with the tires inflated to a lower degree than now is customary, it would undoubtedly be found that they would be much shorter lived than at present. The reason for this is perfectly obvious. The very fact that the bounding action is removed from the machine while the shocks which produce it are absorbed by the air in the tire, suggests the idea that the walls must be subjected to a much greater amount of bending than under the more normal circumstances. This is destructive in itself, and is deleterious to any tire

The natural inference is that while, according to the above theory, no small advantage might be gained by the use of somewhat lower inflation pressures than are at present commonly employed, the structure of the average tire in present use is not eminently suited to such service. It is certain that lower inflation pressures result in much evener and more satisfactory riding of the machine, and it is rational to suppose that the loss of power caused by the lower inflation and due to the added traction resistance which it involves, may be in part, if not wholly, counteracted by the gain arising from the continuous contact of the tread with the ground when the tire is not absolutely hard and unyielding.

In the automobile industry considerable stir has arisen within the last few months over this very question. In a series of tests on the Brooklands Motordrome in England, it was proved that the speed of a racing car, timed over a flying quarter mile stretch, was practically unaffected by the pressure to which the tires were inflated, whether that pressure were 100 pounds per square inch, 45 pounds per square inch, or somewhere in between. The conclusions advanced in accounting for this rather startling result, are those already mentioned. A series of hill-climbing trials made with a touring car have since borne out the same conclusion. The result is that at least one firm of foreign tire makers has revised its schedule of inflation pressures for automobile tires, setting them at a much lower point than ever before, while other makers abroad are understood to be working along similar lines at present.

That it actually requires more power to drive a machine at given speeds with tires inflated to a low pressure than with those pumped to normal or even higher than normal pressures, is shown by a series of tests recently conducted in this country by Mr. Alex. Churchward, a well-known electrical engineer. Although conducted upon an electric automobile, the results have a general bearing upon the service of all tires, and are interesting in consequence. The fact that they were conducted on a dynamometer with perfectly smooth rollers, also must be taken into account, as the tires were subjected to none of the uneven working which results from covering inequalities in the road.

Briefly it was shown by this means that some 11 per cent. more energy was required to propel the vehicle at 10 miles an hour with the tires inflated to 60 pounds, than when the pressure was raised to 90, or 50 per cent. above its normal amount. When the vehicle was being driven at 19 miles an hour, the increase amounted to a little over 13 per cent. Similarly with 30 pounds inflation pressure, the increase in energy required at 10 and 19 miles per hour were, respectively, 47 and 60 per cent.

This would seem to be an unanswerable argument in favor of the hard tire, were it not for the fact that the results were obtained on the equivalent of a flat floor, and that practically none of the bounding action, supposed to cause a loss of energy at high speeds, was encountered. Against this, the road experiments mentioned go to show that in practice the loss due to lower pressures cannot be as great as this.

Persons Produces a Steel Pulley.

In addition to their leather working plant, the Persons Mfg. Co., of Worcester, Mass., recently have added facilities for handling metals. One of its metal productions is shown by the accompanying illustration—a light detachable steel pulley for V-belts, which by reason of its strength and ease of attachment will fill a long felt want. In the Persons pulley, the attachment of it to the rear wheel is made through the medium of a series of clips which semi-encircle every other spoke in the wheel; the number of clips used being either 18 or 20. Through each of these clips a screw passes, which, entering the flange of the pulley, engages a square nut, one side of the latter resting upon the flat of the pulley, preventing loosening. In the flat side of the pulley 40 holes are drilled, which not alone decrease the weight of the pulley, but tend to prevent the accumulation of dirt, when riding over muddy roads. All the Persons pulleys are nickel plated and are sold for $4 each.



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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 20, 1908.

About the Mid-Summer Meeting.

It is understood that the Cycle Manufacturers Association and the Cycle Parts and Accessories Association contemplate omitting all social features from their joint mid-summer meeting, which now is in process of organization; in other words it is proposed to limit the gathering to members only and to make it a "strictly business" affair which is best represented by the dollar sign.

It is earnestly to be hoped that those who favor such a program will be induced to change their minds. Executive sessions will afford all the opportunities required for the discussion of dollars and cents. To eliminate the open meeting and such valuable papers as were read last year at Atlantic City and to wipe out the social features and the merry making, would be, to our thinking, a grievous mistake.

In the previous 29 years' history of the industry, nothing ever happened that was even mildly comparable with the mid-summer meeting at Atlantic City last year. In a trade sense, it was the biggest and in every way the most splendid gathering that ever occurred; and it was not the dimension of dollars and cents that made it so. It was the open meeting, with its papers, and the social features that made it such a glorious success—a success that was talked of, and that still is talked of, wherever real trade interest exists.

Let there be another just like it. It is worth all it may cost.

All work and no play jades the senses. The mid-summer meeting should be made at least a partial holiday in which the whole trade and the trade's wives may join.

Coaxing Out the Old Bicycles.

Getting the old bicycle out of the cellar and putting it into circulation once more, or, what amounts to the same thing, replacing it with a modern and better one and putting that into circulation, is a task which it is a great deal easier to counsel that to accomplish, whether in the case of a single machine, or a good many taken collectively. From time out of mind almost, old riders have been urged to bring out their machines at the beginning of each summer season. Similarly, dealers and repairmen, agents and manufacturers, have been urged to help them to do so by utilizing every means within their power to that end, but without marked result.

On this account the experiment which recently has been undertaken by the Pope Mfg. Co., for accomplishing the much desired end is of more than ordinary interest. Following the example of the piano makers who make it a practice to "scrap" a certain number of old instruments every year in order to increase the market value of others of later make and better value, the Pope people have inaugurated a campaign under the motto, "Get your old bicycles out of the cellar and cash it in." Large amounts of advertising space have been used in the Hartford papers, the advertisements being substantially as follows: "We will allow $5 on any bicycle brought to our factory in trade for any of our chain or chainless, men's, women's, or juvenile bicycles. . . . We will also allow a maximum of $10 for bicycles in good order in trade for any of the above. As we do no retail business this offer is made by us in the interest of our dealers and the same offer holds good with these dealers whose names and addresses follow. To anyone wanting a new, up-to-date bicycle, here is the opportunity."

In this offer, it will be observed, there is no restriction as to model or condition of the old bicycle. Anything bearing the familiar nameplate is returnable at a uniform value in trade. If it is in very good order, the premium is advanced 100 per cent., but for anything which is worthy the name of a bicycle, as much is offered as many a second hand-dealer is willing to pay for a machine in really good condition. Another point which should be emphasized in this connection, is that the offer is redeemable only through the regularly stated agents of the firm, so that the benefit accrues to them quite as much as to the makers themselves.

As often as the suggestion has been offered about getting out the old wheels, it never before has been taken up in any way at all comparable with this. Old-time riders may appreciate the wisdom of the advice, dealers may long for it to take effect, but the concrete result which is so much to be desired is only obtainable where some sort of inducement is offered which is sufficiently out of the ordinary to attract attention. The principle of redeeming used products merely to stimulate trade is one which has been found profitable in a number of different industries. It appears of questionable merit on first sight. But when it is reflected that it serves to bring the junk out of the cellar where it is of no value, and to substitute for it new and improved products, the advantage it carries is distinctly apparent.

Signs of Revived Popularity.

If evidence were required of the renewed strength of the cycling movement no stronger proof could be advanced than is found in the re-awakened activity of the local police all over the country in enforcing license, light, speed and side-path ordinances which have long been forgotten. Such an awakening has been promised annually for a number of years but not for a long time has it been so general as this season. From all quarters come reports to the effect that the joys of cycling are rousing the old delirious enthusiasm to such a pitch that they require curbing. Police courts which for a time have been exclusively occupied with the usual round of petty offenses and automobile speeders, are now giving their attention to cyclists who ride without lights in the gloaming, or who prefer the beaten footpath to the side of the village street to the dusty ruts which are their proper sphere, and to those who forget, in their exhilaration, that pedestrians still have their rights. These, and the great number of cycle thefts, tell a story of cycling popularity which is not to be gainsaid or questioned.

MAYER MAKES SUCCESSFUL DEBUT

German Champion Victor in His First Race at Salt Lake—Small Crowd Sees Exciting Contests.

Salt Lake City, June 18—(By telegraph)—Henri Mayer, the champion sprinter of Germany, won his match race against A. J. Clarke, of Australia, at the opening of the new Saltair saucer track to-night. The race marked Mayer's first appearance in America and Clarke's first race this season. Although $1,500 had been put up for the race—$1,000 to the winner and $500 to the loser—comparatively a small crowd saw the match, considering the way it had been advertised. Clarke won the first heat in 2:45⅗, and Mayer took the second in 2:30⅗. Clarke was visibly nervous when he lined up against the German champion for the final heat. Loafing tactics were resorted to and Mayer gave an exhibition of standing still which lasted for three minutes. Clarke was compelled to hold on to the rail to keep from falling and when the referee made him let go, he had to take the pace. This was just what Mayer was looking for and at two laps to go he jumped and won by a half wheel's length. The managerial fight between Chapman of the Saltair track and Redman of the Salt Palace has been brought to an end. Redman looks like the victor as he has succeeded in signing all the riders for the Palace saucer.

Point Rating and Winnings of Riders.

With the circuit about to start the fight between the amateur and professional riders in the East for points will assume an interest such as has not prevailed since the old days of the circuit some years ago. In the following table only open races count in the allotment of points, match and tandem races being figured only in the final column of winnings. Exclusive of the circuit meet at Revere on Wednesday last Walter Bardgett, of Buffalo, and Floyd Krebs, of Newark, are tied in the disposition of points, each having 24. Joe Fogler, of Brooklyn, is second with 23, with National Champion Frank L. Kramer and John Bedell tied with 21 points each. George Comeron, of the Irish-American A. C., continues to lead the amateurs, with Oscar Goerke, National A. C., second. Cameron has 38 points and Goerke 20. The first two meets at Revere Beach resulted in Tom Connolly getting his name in third position with 17 points.

Professional.

	Place					Winnings
	1st	2d	3d	4th	Pts	
Walter Bardgett..	3	1	3	0	24	$201
Floyd Krebs	3	2	1	1	24	155
Joe Fogler	2	4	0	1	23	241
F. L. Kramer....	4	0	0	1	21	200
John Bedell	2	1	5	2	21	185
E. F. Root	2	2	1	0	18	110
Geo. Wiley	0	3	1	0	11	87
Oliver Dorlon ...	0	1	0	2	5	34
James F. Moran..	0	0	2	0	4	71
Pat Logan	0	1	2	0	7	60
N. M. Anderson..	0	0	2	1	5	48
Alfred Ashurst ..	0	1	0	0	3	15
J. T. Halligan ...	0	0	0	1	1	28
Chas. Schlee	0	0	0	1	1	9
Saxon Williams..	0	0	0	0	0	21
Benj. Hill	0	0	0	0	0	6
Marcel Dupuis ...	0	0	0	0	0	5
Nat Butler	0	0	0	0	0	4
Chas Vanoni	0	0	0	0	0	5
Ed. Rupprecht ..	0	0	0	0	0	1
Total						$1,486

Amateurs.

Geo. Cameron ...	7	1	0	0	38	$235
Oscar Goerke ...	1	5	0	0	20	130
Dave Mackay ...	1	0	1	0	7	235
Fred Hill	1	0	1	0	7	40
John Brennan ...	1	0	1	0	7	40
Benj. Neuschafer.	0	1	0	0	3	20
W. VandenDries.	0	0	2	0	4	30
James Zanes	1	0	0	0	5	30
Adam Beyerman.	0	1	0	0	3	35
Owen J. Devine .	0	1	0	0	3	20
Joe Novak	0	1	0	0	3	15
Jacob Magin	0	1	0	0	3	20
Ernest Jokus	0	0	1	0	2	10
J. B. Hawkins ...	0	0	1	0	2	10
M. VandenDries .	0	0	1	0	2	10
A. R. Wilcox	0	0	1	0	2	10
F. W. Jones	0	0	1	0	2	10
Thos. Smith	0	0	1	0	2	10
M. Cahill	0	0	0	1	1	5
M. Journay	0	0	0	1	1	5
Peter Droback ..	0	0	0	0	0	15
Charles Stern ...	0	0	1	0	2	10
Martin Kessler ..	0	1	0	0	3	20
Tom Connolly ..	3	0	1	0	7	100
C. Helander	0	2	0	1	7	45
A. Hayes	1	0	0	1	6	35
C. Connolly	0	1	1	0	5	30
J. Baretto	0	1	0	0	3	20
H. McPartland ..	0	0	1	0	2	10
L. Desmet	0	0	1	0	2	10
Total						$1,215

Chicago Sorry to Miss the Olympic.

"It is too bad that this matter of sending a bicycle team to the Olympic games was not brought up sooner, as we here in Chicago did not even know until last week's Bicycling World reached us, that bicycle racing was included in the list of events," writes H. P. Hansen, of the Chicago Cycle Dealers' Association race committee. "We have some riders who we feel sure we could have had placed on the Chicago Athletic Association's team; one of our best riders, Earl H. Harlow, is a member of their track team. He won a time prize in our road race last year and is riding faster than ever this year. We also have "Farmer" Blum, who we think without a doubt is the best middle and long distance plugger in America. We feel sure we could have had these two men on the C. A. A. team had we known that cycle races were on the program.

"It is too late now for these boys to prepare themselves for such hard races, and so long a trip, but you can rest assured that Chicago will have riders in the Olympic games next year.

"It is a shame the way the athletic leaders in this country have ignored bicycle racing during the last few years and it is up to us to force them to recognize us the same as other sports which are much less interesting to the general public."

COMING EVENTS

June 21, Baltimore, Md.—Carroll Cycler's 11 miles handicap road race.

June 21, St. Louis, Mo.—Southwestern Racing Association's bicycle and motorcycle hill climbing contests on Kimmswick hill.

June 26-27, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

June 30, Wilkes-Barre, Pa.—Wilkes-Barre Motorcycle Club's race meet.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 2-4, Manasquan, N. J.—Manasquan Park Speedway Association's 48 hours amateur team race; open.

July 4, Los Angeles—Opening meet on eight lap saucer track at Seals Garden park.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Boston, Mass.—Holiday meet at Revere Beach saucer.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

July 4, Tampa, Fla.—One mile State championship and 10 miles handicap road race; open.

July 4, Paterson, N. J.—Federation of American Motorcyclists' annual championship race meet at Paterson Stadium.

July 5, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

July 6, New York City—Start of F. A. M. Western District's touring contest.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"
ARRANGE YOUR VACATION
so that it will include the
F. A. M. ANNUAL MEET,
NEW YORK, JULY 1, 2, 3, and 4, 1908.
Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.
For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

STADIUM NEARING COMPLETION

New Six Lap Track at Paterson About Ready for the F. A. M. Meet—Some of Its Features.

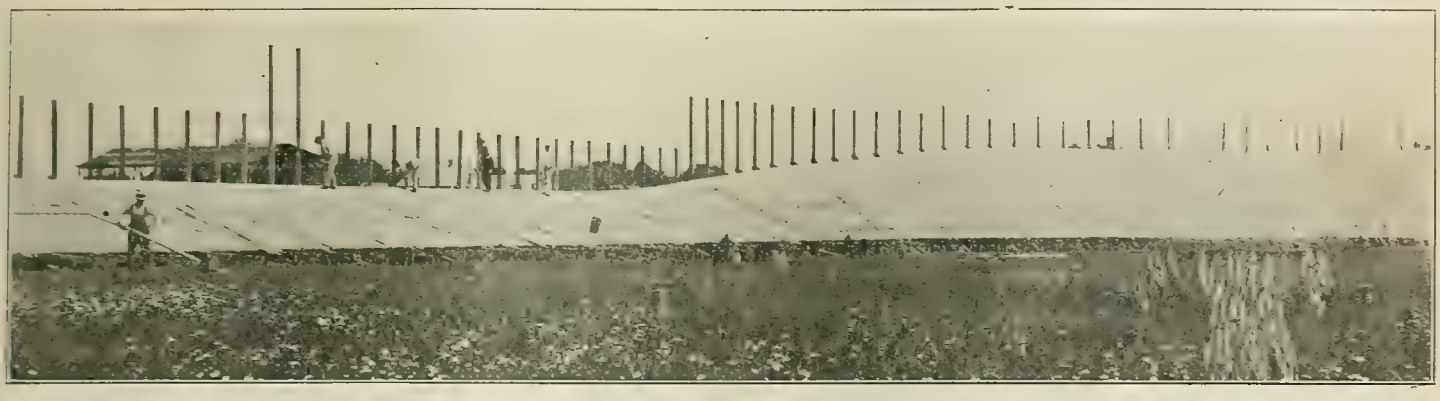
The new six-lap Paterson Stadium on which the Federation of American Motorcyclists' annual championships will be decided on the afternoon of July 4th, practically is completed, so far as the track proper is concerned; it will be in condition for training purposes next week. The work of surfacing the supports was completed this week so that all that remains to be done is the grandstand and bleachers, which will be erected next week.

Jack Prince, who built the track claims that it is the fastest saucer in the world and that it is so banked and constructed that it will hold a speed of a mile in 50 seconds. As stated, it measures six laps to the mile, and it is 26 feet wide with a running board measuring six feet. The surface consists of 1½ by 2¼ inch strips laid edgewise. The turns are banked to an angle of 45 degrees, decreasing to 25 degrees on the straightaway stretches. A strong guard rail will top the track on the outside.

The track is situated on the old Clifton Park grounds famous in the early days of bicycle racing. Arthur A. Zimmerman won a team of horses and a carriage there and it was on the same track that National Champion Frank L. Kramer won his novice race. It is within easy reach of Paterson, Passaic, and Newark, trolley lines from these places running directly to the grounds.

Of course Prince is very enthusiastic over his latest achievement and this has led him to say that under the bleachers where the training cabins will be located he will provide 260 rubbing boards and that many lockers. Also will he have a shower bath at the extreme end of the training quarters, all of which, if true, will make the Paterson Stadium the greatest course in America.

There is another feature of the New Paterson Stadium which is not seen at other tracks. Back of the bleachers is a mineral pool, supplied by springs, which measures 20 by 60 feet, and is 6 feet deep. Prince intends to have this cleaned out and fixed up as a swimming pool. He has it upon authority of the "oldest inhabitant" that the water in this pool possesses the virtues of what Ponce de Leon sought but never found. All the Patersonians have laved themselves in its waters, which explains why there are so many "oldest inhabitants" in that New Jersey city, sometimes irrevelantly referred to as "Hades."



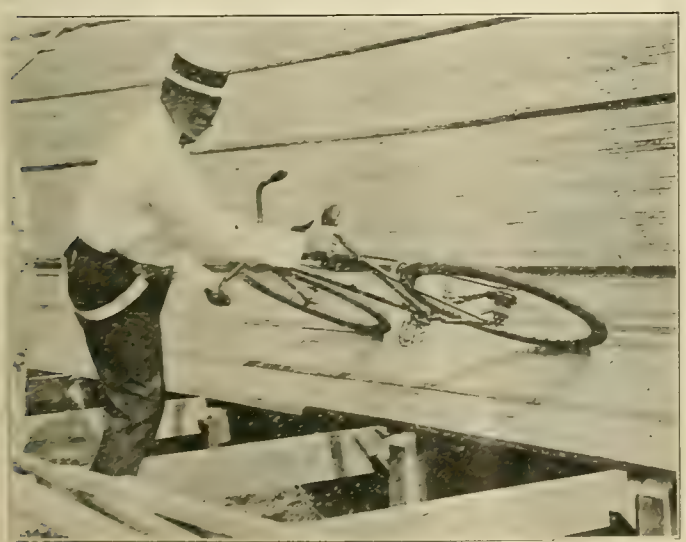
BUILDING THE TRACK AT THE PATERSON STADIUM



THE SWIMMING POOL

Tampa to Celebrate with Road Races.

That energetic southerner, J. D. Hanna, of Tampa, Fla., has programmed two bicycle road races for July 4th, and has gathered an array of prizes that is full of "magnetism." The events are a one mile so-called "State championship," open to all Florida riders, and an open ten mile handicap road race. A Racycle racer, a National racer, and a Tribune racer, are among the prizes.



PRINCE SHOWING THE RIM WILL NOT SCRAPE THE TRACK



SHOWING ANGLE OR THE EMBANKMENT

OUTLAWS TURN PROFESSIONAL

Little Band of Motorcyclists Take the Plunge at a "Family Meet"—Green Wins Three Events.

W. A. F. Estes, Guy M. Green, C. E. Anderson, and most of the remainder of the "outlaw" motorcyclists who have nursed their grievances in Waltham, Mass., and vicinity, now are full-fledged professionals.

After inducing the Bay State Automobile Association to include two motorcycle events in its program, which events were promptly stricken off when the association learned their status, Estes and his little band decided to run a race meet for themselves in their own back yard, that is, in Waltham. It occurred Wednesday, 17th inst., on a dirt track in Central Park in that city, which track is said to be 190 feet short of a half mile. The meet was run in the name of the Waltham Autocycle Club, which "welshed" on the delivery of the F. A. M. championship medals three years ago. The most conspicuous entrant was C. A. Libby, the outlawed professional pacemaker, whose status was well known to the promoter and the riders. Despite the fact they knowingly competed against him and thereby took the plunge into professionalism.

The meet was a sort of free-and-easy affair. There were few motorcyclists present, but the day being a holiday the park attracted the school children in considerable numbers. That no one was hurt is remarkable, for bicycles and baby carriages were permitted on the course and in practice some of the "racing men" found it convenient to ride the wrong way of the track. All of the machines ridden were either Marshes or old Orients. The referee of the meet came from the Marsh factory as did most of the other officials and most of the few contestants. Estes, who now is engaged in the motorcycle business, had the little score card all to himself. It contained four advertisements—all Estes's. The printer of the score card, by the way, made an amusing blunder. When it came off the press it was imprinted "Sanctioned by the F. A. M.," which was corrected with a pen.

Five events were run. Two of them were amusingly styled "national championships," which presumably entitles the winners to pose as the "national champions" of Central Park and Adler street, Waltham. Of the five events, Guy M. Green won three. Scores kept by some outsiders do not, however, wholly agree with the official summaries, which are as follows:

One mile for stock machines—Won by G. M. Green, Waltham; E. T. Mitchell, Waltham, second; F. Watkins, Brockton, third. Time, 1:20⅖:

One mile "national championship"—Won by G. M. Green, Waltham; C. E. Anderson, West Newton, second; W. A. F. Estes, Waltham, third. Time 1:18⅗.

Five miles for stock machines—Won by G. M. Green, Waltham; T. Blodgett, Waltham, second; T. Messiur, Haverhill, third. Time, 6:30⅖.

Five miles "national championship"—Won by C. E. Anderson, West Newton; C. A. Libby, Lynn, second; W. A. F. Estes, Waltham, third. Time, 6:12⅕.

Ten miles handicap, open to all makes—Won by T. Messiur, Haverhill; G. M. Green, Waltham, second; C. A. Libby, Lynn, third. Time, 13:47.

Other than those named, the men who joined the professional ranks by lining up against Libby, are as follows: W. Brewster, of Brockton, and T. Blodgett, R. Thomas and Leneart of Waltham.

Experiences on the Endurance Route.

The party of intending contestants that last Saturday accompanied Chairman Wehman, of the F. A. M. endurance contest committee, over the Catskill mountain part of the course, was not only larger than expected, but every man in the party added considerably to his stock of information.

They found Hensonville mountain, on which the first hill climbing test will occur, very much of a tantalizer. They all started up at a 30 miles an hour pace and then wondered what stopped them so quickly within sight of the top, where the steepness and a sharp turn lie. It required more than one trial before any of them made the ascent—and not all made it then.

Palenville mountain, which they descended, as they must in the contest, made most of them blink. It is so steep and winding that there was no disagreement that caution and stout brakes are absolutely necessary in making the descent. It is probable that a man with a red flag will be stationed at the top to caution contestants. In the event of a "runaway," there absolutely is no hope of escape. One of Sunday's "explorers" had the courage to fancy that he could climb Palenville. He turned around and attempted it. After he dismounted, his companions caught him as he was reeling over the edge of the gorge and it required a half hour's work to restore him.

The entry list for the contest will close on Monday next; any entrants accepted thereafter must pay the increased fee, $7.50.

Syracuse Road Race Fixed for July 18.

The Syracuse Wheelmen will hold their anual 25 miles handicap road race over the old Plank road course on Saturday, July 18th, and although they have not been announced it is stated on the entry blanks that the prizes will be "worth coming a long way to win." The race has been sanctioned by the National Cycling Association. Entries close on June 11 with E. C. MacCrea, 118 East Genesee street, Syracuse, N. Y.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

RACE TOO SHORT FOR BIGELOW

Chicagoan Overhauls All but Four at St. Louis and Captures Time Prize—Blue Wins the Event.

Although H. Bigelow, of Chicago, won the time medal in the 15.6 miles Forest Park handicap road race at St. Louis on the 13th inst., he did not make as clean a sweep as he did in October last.

Bigelow began to mow down the field in systematic style, but the race was not quite long enough and four riders were still ahead of him by the time he crossed the tape the last time.

H. E. Blue won the race from the 3-minute mark, incidentally taking the second time prize, and Mark McCrea, who journeyed from Springfield, Ill., got second place prize as a reward.

The course, a 2.6 miles circuit that had to be covered six times, was splendidly adapted to bicycle racing, and a very desirable feature was that it lay on the ground under control of the Louisiana Purchase Exposition Co., whose officers had turned over the grounds to the St. Louis Cycling Club, giving them the privilege of excluding all traffic from the course. The course, however, was plentifully strewn with old rusty nails of all sizes, bent in an assortment of shapes, from the old world's fair wreckage, and these played havoc with tires and spoiled many a contestant's chances. Bert Harding, who had performed some creditable work at Cleveland, O., a few days previous, and his St. Louis admirers had great hopes he would beat Bigelow, but Harding had to change wheels three times and suffered accordingly. Julius Schaefer had run away from the 2-minute bunch, a fast crowd, when his tire went down in the fourth lap. Fred Windt, who finished third, rode the last lap on the rim. Eight out of the 33 starters were put out of the race by punctured tires. The summaries:

		Hdp.	Time.
1	H. E. Blue, St. L. C. C.	3	48:00
2	M. McCrea, Springfield, Ill.	4	49:20
3	F. Windt, St. L. C. C.	3	48:31
4	C. Lindenschrist, S. L. C. C.	7	52 40
5	H. Bigelow, Chicago, Ill.	sch	46:03
6	Robert Bersch, St. L. C. C.	2	48:06
7	G. A. Peach, St. L. C. C.	5	51:11
8	R. M. Tidd, St. L. C. C.	8	54 38
9	Nelson Curtis, St. L. C. C.	8	55:25
10	R. C. Wendel, St. L. C. C.	6	53:30
11	J. Schaefer, S. S. C. C.		49:38
12	Geo. R. Anderson, St. L. C. C.	2	49 39
13	Stanley Salt, St. L. C. C.	7	55:25
14	A. G. Harding, S. L. C. C.	sch	50:04
15	W. Parkinson, unattached	7	57:22
16	Martin Hohner, St. L. C. C.	6	56 36
17	T. Jirik, S. S. C. C.	5	56:37
18	J. B. Waters, unattached	8	59:49
19	J. H. McCrea, Springfield, Ill.	6	58.28
20	Wm. Sturm, St. L. C. C.		1:01:13
21	C. L. Barr, St. L. C. C.	5	58:15

Time Prizes.

1	H. Bigelow, Chicago	sch	46 03
2	H. E. Blue, St. L. C. C.	3	48:00
3	R. Bersch, St. L. C. C.	3	48:05

SURPRISES AT NEWARK VELEDROME

Kramer Beats Fogler by Inches—Secret Distance Race for Amateurs a Thriller—Cameron Wins Two Events.

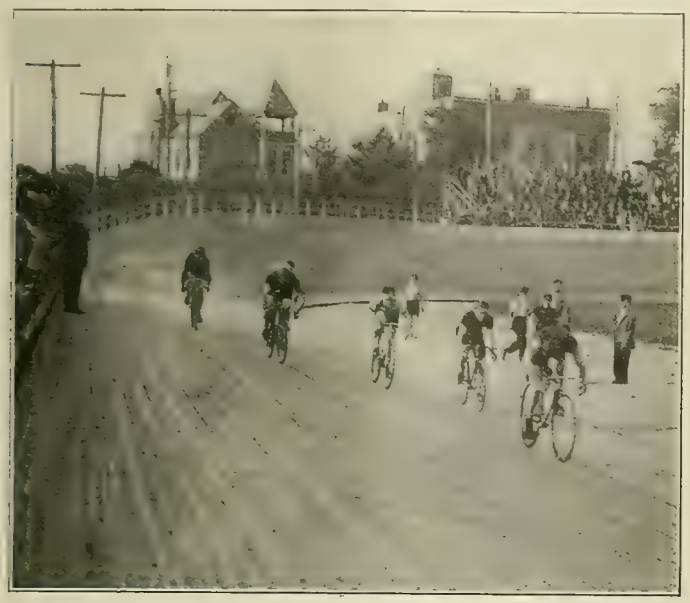
One rainy day soon after the Newark Velodrome opened the riders and trainers were all sitting in one of the cabins spinning yarns about themselves—as bicycle riders and trainers usually do. John Bedell had just finished a lengthy discourse about "me and Menus," when up spoke that elongated trainer, William C. D. Bowles, "Esq., of the World," who thoroughly believes in the advantages to be derived from a constant application of psychotherapeutics, though that is another matter.

"Ah! say, cut it out," said Sir William, real perkily, for one of his altitudinous propensities. "Why, you and Menus ain't real bicycle riders. Bet you a Hensler at Pat Walsh's (Bowles' credit is good there) that you won't win a first this year."

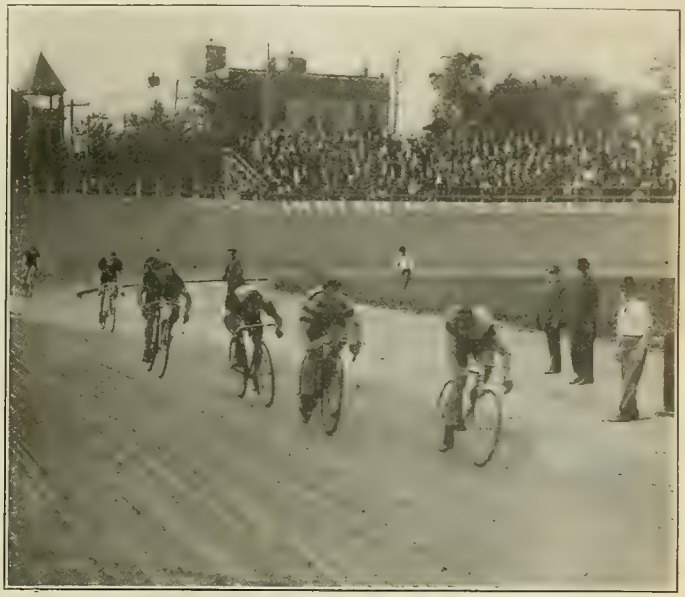
Of course, "dear reader," this foreword is merely to explain why John Bedell won a brilliant first at the velodrome last Sunday, 14th inst., and made the "fans" rub their eyes and wonder if it really was so. John got his dander up and decided to show them he really could ride if pressed and besides, he wanted the Hensler, which—in Newark—means beer. This is not at all derogatory to Bedell, for he did make a brilliant jump and sprint and deserves a lot of credit for the way he ran away from the field in the handicap.

The meet was one to keep the fans guessing. There has been a lot of talk to the effect that National Champion Frank L. Kramer has seen his best riding days and that he will be a champion for not much longer. It was therefore a surprise to those critics when Kramer won the open race by two inches from Joe Fogler, when it seemed that he would not get to the tape in time. In the handicap race which John Bedell won, Kramer quit cold on the last turn, but the champion explained his action by saying that he had a puncture, which is quite probable, in view of the fact that he had a good position up to the time of the final dash. There was nothing to the amateur races but George Guthrie Cameron, who will represent America in the Olympic games. There are several other good amateurs with possibly as much speed as Cameron, but they lack the generalship that has come to Cameron through long years of experience. The meet drew a crowd of about 6,000 and they warmed to the innovations.

One of the innovations that took well was the "Bardgett Stakes," a half mile open with two final heats, the first and second men of the trial heats riding in the first final heat, and the third and fourth men in the trials contesting the second final heat. Kramer, Halligan, Bardgett, Root, Fogler, Ashurst, Bedell and Williams qualified for the first final heat and the order at the ending of the first lap was Williams, Fogler, Root. At the bell Fogler led, with Halligan in second position. Just as the first turn of the last lap was reached Bardgett's front tire blew up and he and Root slid down the steep banking. Both were scraped and bruised somewhat. On the last turn Fogler jumped and got a lead of a length or so before Kramer got to moving. The champion came on with as pretty a sprint as he has displayed this season and he nipped the big Brooklynite on the tape by only two inches. Bedell finished third.



CAMERON WINNING THIRD-MILE, OPEN



FOGLER WINNING HIS HEAT



BIG FIELD IN SECRET DISTANCE RACE

In the second final heat it looked like Dorlon's, when Krebs got pocketed, but the German flier managed to wriggle through the field and he beat the Sheepshead Bay fisherman rather easily with Moran in third position.

Fogler was put on scratch with Kramer in the final heat of the mile handicap and when the pair caught Bedell they went after Moran, alternating in the pace. Fogler quit after three laps, and Glasson, Dorlon, Williams and King kept up the pace in front. Bardgett had a good position at the bell and looked like a winner, but on the turn into the homestretch Bedell gave an unexpected sprint and left the field as though it had been standing still. Little George Wiley had been trailing Bedell and so he was enabled to get sufficient impetus to come on and beat Bardgett for second place. Charles Schlee was fourth.

Anderson, Glasson, King, Williams, Root, Rupprecht, Ashurst, Halligan, Judge and Hill made up the field in the mile open consolation. Rupprecht led at the bell, with Root on, Ashurst third and Anderson fourth. Root made a pretty sprint and won by a length from Ashurst, with Anderson a close third.

The secret distance amateur race was the first of its kind this season and it kept the sprinters well up in front all the time as they did not know what minute the gun

would sound for the last lap. At 1½ miles there was a big spill in which nine men went down, among the good men put out being William Vanden Dries, Kluczek, Droback, Neuschaefer, Brennan, Franks and Ferrari. Shortly after them was another tumble and big Ivy and Jokus scraped the boards. Just before four miles, at which point eleven riders remained in the race, Hill and Cameron had a little match race of their own to the amusement of the spectators. Honors were about even. Hill made a mistake when, after four miles had passed and the pistol had not fired for the last lap, he concluded that the race would go for five miles. It didn't, as the signal was given for 4½ miles and the Bostonian had a bad position and could not get anywhere near the front. A blanket finish between Cameron, Georke, Mackay and Tommy Smith resulted, the men finishing in the order named.

The trial heats of the two-thirds mile open were brimful of surprises. In the second the spectators saw Ivy, the big Bridgeport negro, defeat Adam Beyerman in a wonderful sprint by two inches, and the thing was so unexpected that everybody howled. Beyerman was so surprised that he kicked himself three or four times to see if he really was awake. Another surprise came in the second heat when Pete Droback beat Jimmy Zanes by two lengths. The fourth heat really was a match between Oscar Goerke and Dave Mackay. There was another rider in the heat, but he did not count. It was one of the finest races of the day and the fast Brooklynite qualified by defeating Mackay by three-quarters of a length. Ben Neuschaefer cut down Fred Hill on one of the turns in the fifth heat and the Bostonian was shut out and had his wheel damaged when he tried to elbow the Newarker up the bank. Hardy Jackson made a wonderful sprint in the last of the trials, but William Vanden Dries beat him to the tape. When Cameron jumped on the backstretch of the last lap in the final heat that was all there was to it, for he was never in danger. A cracking fight for second place developed between Neuschaefer, Vanden Dries and Goerke, and the first-named got the decision over Vanden Dries. The summaries:

One-half mile novice—Won by R. Andres, Newark; second, John Stofko, New York; third, James McAvoy, Canarsie. Time, 1:10⅕.

Two-thirds mile open, amateur—Won by George Cameron, Irish-American A. C.; second, Ben Neuschaefer, National T. V. W.; third, William Vanden Dries, N. Y. A. C. Time, 1:43⅘.



AN ANXIOUS MOMENT — WHEN ROOT AND BARDGETT SPILLED — TRAINERS "ROOTING"

One mile handicap, professional—Won by John Bedell, Lynbrook (30); second, George Wiley, Syracuse (75); third, Walter Bardgett, Buffalo (50); fourth, Charles Schlee, Newark (110). Time, 1:53⅗.

One-half mile open, professional—First final heat won by Krank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, John Bedell, Lynbrook. Time, 1:00. Second final heat won by Floyd Krebs, Newark; second, Oliver Dorlon, Sheepshead Bay; third, James F. Moran, Chelsea. Time, 0:59.

Secret distance open, amateur—Won by George Cameron, Irish-American A. C.; second, Oscar Goerke, National A. C.; third, David Mackay, Newark. Time, 10:29⅗. Distance, 4½ miles.

One mile consolation open, professional—Won by E. F. Root, Melrose; second, Alfred Ashurst, Newark; third, N. M. Anderson, Denmark. Time, 2:09.

Hume Restored to Amateur Status.

John B. Hume, the Salt Lake City rider who broke several world's records there two years ago, has been reinstated as an amateur. A year ago Hume was one of several Zion amateurs invited to turn professional by the National Cycling Association "for the good of the game," but as there were no specific charges against him he has been reinstated. After being asked to ride as a cash chaser Hume stopped riding.

Irvington-Millburn Prize Distribution.

The Bay View Wheelmen will be hosts at their club house, 380 South Sixth street, Newark, N. J., to-night (Saturday), when the prizes of the Irvington-Millburn road race will be distributed to the lucky prize winners, George Lockner, the Syracuse messenger boy who won the race, will receive a Yale-California motor bicycle, and W. R. Stroud, the time prize winner, will take a couple of bicycles back to Philadelphia. Joseph Kopsky, who rode a great race but was put out of the running by an accident within two miles of the finish, will receive a silver loving cup for having made the most meritorious ride. Following the distribution of prizes, a reception and dance will occupy the remainder of the evening. The presentation of the prizes and memento will be made by Will R. Pitman, who refereed the race.

Another Long Grind for Manasquan.

Notwithstanding the failure of the last 48 hours bicycle team race he promoted, Monroe Wyckoff, of Manasquan, N. J., has scheduled another affair of the sort to be held there beginning July 2d at 9 p. m., and ending at the same hour two days later. Entries close on June 23d. The prizes will be the same as before, the values being in order: First, $150; second, $100; third, $50; fourth, $40, and fifth, $25. The last race was restricted to New Jersey amateurs, but as the forthcoming event will be open to all amateurs in good standing the personnel of the field may be improved upon.

Buffalo to Have a Racing Season.

The Buffalo Racing Cyclists' Union will start the promotion of bicycle races in Buffalo beginning Sunday, July 19th. Columbia Park will be the scene of activity.

MACLEAN RIDES A GREAT RACE

With Logan He Captures Motorpaced Team Event at Revere—Connolly First in Five Miles Open.

Hugh MacLean and his partner, Pat Logan, defeated Nat Butler and John Bedell in the 30 miles motorpaced team race at the Revere Beach saucer, last Saturday night, 13th inst. With the four riders and their pacemakers on the track at one time the race afforded plenty of excitement, as it was more than dangerous while the men were passing each other on the rickety banks. Champion MacLean finished first, with Butler second, Logan third, and Bedell fourth.

The paced race was, of course, the feature of the meet. Butler drew the pole for the start with Bedell second, MacLean third and Logan fourth, and the flying start was made without incident. MacLean passed Bedell right off the reel and then he went after Butler. At the ending of the first mile the champion was in first place and setting a hard pace. MacLean had put a lap on Logan and was almost a half lap to the good when he was forced to change wheels because of a puncture. He fell while dismounting but was uninjured and was soon back in the race, but with a loss of three laps.

A three-cornered fight then developed between Bedell, Butler and MacLean, and the last named fought hard to regain some of his lost distance. Bedell and Butler were still in the race, however, and it was not until the 12th mile that MacLean began to gain. Butler lost his pace and Bedell had some trouble, so MacLean got one lap and started after another, scoring the second in the 15th mile. Bedell's motor then went to the bad and caused him to lose all the distance he had gained. The time for 15 miles was 23:23⅗.

Butler also suffered misfortune from a cranky motor in the 19th mile and he was left without pace for a while. At 20 miles the race was MacLean's, but it was a toss up for second and third positions. In the closing miles of the race Bedell made a great ride behind a single cylinder motor, but the effort was made too late, and besides, rough pacing spoiled his chances of finishing better.

The back-markers did not have a chance to get up in the mile handicap as the handicapper had been unusually generous to some of the men. Baretto, 195 yards, and Hayes, 180 yards, kept in the lead all the way, practically lapping the field, and in the sprint for the finish Baretto won by three yards. Tom Connolly, scratch, managed to slip in for third place.

Mile prizes in the five miles open made the other amateur race interesting. Baretto won the first, Connolly the second, and Helander scored the third. The fourth went to Hayes. Helander tried to give Connolly a battle for the final honors, but he did not have the speed to land a first. McPartland was a good third. The summaries:

One mile handicap, amateur—First heat won by H. Hayes (180); second, Charles Helander (65); third, Tom Panacy (85). Time, 2:14. Second heat won by Joseph Baretto (195); second, Tom Connolly (scratch); third, A. S. LaMontague; fourth, Hugh McPartland (50). Time, 2:06⅗. Final heat won by Hayes; second, Baretto; third, Connolly; fourth, Helander. Time, 2:06⅗.

Five miles open amateur—Won by Tom Connolly; second, Charles Helander; third, Hugh McPartland. Time, 13:27⅗.

Thirty miles motor paced team race, professional—Won by Hugh MacLean, Chelsea, and Pat Logan, South Boston; second, Nat Butler, Cambridge, and John Bedell, Lynbrook. Time, 47:49⅕.

Runner Overtakes a Bicycle Thief.

"Dick" Garret, of Bayonne, N. J., succeeded in catching a bicycle thief one day recently by the most extraordinary method of seizing hold of the leg of the fugitive's trousers, literally pulling him from the stolen wheel he was riding. The incident was rendered all the more remarkable by the fact that the chase, which was a hot one, lasted for nearly a mile, the entire distance being covered on the wheel by the pursued and on foot by the pursuer.

Dick was resting on the porch in front of the City Hotel on Broadway, when a stranger, who subsequently identified himself as Abe Brooks, of 411 Avenue C, and three months a resident of Bayonne, came along and after one or two suspicious manouevres took possession of a bicycle belonging to the proprietor of the hotel, who had left it only a few moments previously. Dick immediately gave the alarm and started in pursuit. He was soon joined by the proprietor, who commandeered a passing automobile, a butcher, a grocer, and a piano dealer in the respective wagons of their callings, not to mention a host of men and boys on foot. Dick outdistanced them all, however, and succeeded in landing his prisoner all by himself. Then he began to wag his tail.

Dick has been called a mutt hitherto. Now, however, he has earned the proudest title in dogdom, for his master, ex-Fire Chief Thomas F. Garret, who happens also to be proprietor of the hotel and owner of the recovered bicycle, is very proud of him.

Sanctions Granted for Road Races.

Chairman Kelsey of the board of control, National Cycling Association, this week issued sanctions to the Chicago Cycle Dealers' Association for their 25 miles handicap road race on July 4th; to J. J. Travers, for a 25 miles handicap at Dobbs Ferry, N. Y., on July 4th; to the Syracuse Wheelmen for a 25 miles handicap on July 18th, and to the Atlantic City Wheelmen, for a race of the same distance on the 4th.

NEW YORK-BOSTON RECORD SHAVED

Perreault Lowers Taylor's Long Standing Figures—Makes the Inter-City Run in 23 Hours 32 minutes.

After several ineffectual attempts Fred I. Perreault, of Malden, Mass., on Saturday last, 13th inst., succeeded in lowering the long standing bicycle record from New York to Boston. He covered the distance of 247 miles in 23 hours 32 minutes, which breaks the record made by Warren F. Taylor ten years ago by 26 seconds. Perreault doubtless would have made a bigger cut in the record had he not lost 45 minutes when he took the wrong road out of Rye, N. Y., and later had to walk 10 miles. In his record-breaking trip he rode a 1909 model Columbia bicycle, the first produced for next year.

It has long been Perreault's ambition to break the New York-Boston record, and he has made several attempts, none of which were successful until the one this week. He started on his long grind at one minute past midnight from the New York City hall, and Fred E. Mommer and several of the Century Road Club of America's riders, paced him a part of the way toward New Haven, Conn. Perreault is treasurer of the Century Road Club of America.

He checked in at New Rochelle at 1.30 a. m. and registered at Stamford, Conn., at 3.30, having lost 45 valuable minutes when he took the wrong road out of Rye, N. Y. Although it was as early at 5.40 when Perreault reached Bridgeport, quite a crowd of enthusiasts escorted him through the city and accompanied him part of the way to New Haven. He arrived there at 7.15 and made a stop of a few minutes for breakfast.

From New Haven to Boston Perreault was paced by Perrin B. Whitney, president of the Hartford Motorcycle Club. Meriden was reached at 9.45 a. m., and Hartford at 10.30. From the latter city to Springfield Perreault found the roads very sandy and dusty, and it was 2 o'clock in the afternoon when he registered there. After leaving Springfield the roads were good for several miles, but just west of Palmer they were torn up in preparation for a new State road and he had to walk for four miles. After leaving Palmer Perreault again ran into six miles of torn up highway and had to walk the entire distance.

Although considerable time had been lost Perreault made up most of it from Palmer to Boston, and he finished with a sprint from Waltham to Boston at the rate of nearly 25 miles an hour, checking in at the Boston City Hall at exactly 11:33 Saturday night.

Perreault lost six pounds on the trip, but since that time gained nine, so evidently it agreed with him. Perreault celebrated his 43d birthday only last week.

AMERICANS ON FOREIGN TRACKS

"Major" Taylor Slow in Regaining Condition—Sherwood Showing up Well—Walthour Still a Faded Star.

"Major" Taylor, who went to Europe as a free lance, that is to say, without having a contract before sailing, evidently is not getting into condition as fast as he expected. His first match race was a three-cornered affair in three heats, and in each of them the American negro finished last. The race took place in Paris on May 28th and Ellegaard and Poulain were put against him. Ellegaard won the first heat from Poulain by a quarter of a wheel, but Taylor finished more than two lengths behind. The second heat was a repetition of the first and in the third heat Ellegaard had another victory, with Poulain second by ten inches. At the same meet Walthour was beaten in two straight heats by Darragon, while Hedspeth and Sherwood were unable to qualify in the handicap, the final of which went to Rutt from scratch.

Taylor's next appearance was at the Velodrome Buffalo on June 4th, when he competed in the Australian Prize, in which all the best riders were entered. Taylor won his heat and the semi-final, but he got a bad position in the final heat and sat up before the finish. The final went to Poulain, with Rutt second and Martin third. On that day Sherwood made his debut following tandem pace in a match against Berthet and Leon Georget, two experienced riders at this sort of work. The young American made an excellent showing, as Berthet beat him by only two laps in 20 kilometres, while they both rode Georget to a standstill.

A four-cornered match between Taylor, Friol, Poulain, and Hourlier was the piece de resistance on June 8th at the Parc des Princes track, Paris, and the best the negro could do was to finish first in one heat. The first heat went to Friol, with Poulain second and Taylor third, while Taylor beat Poulain by two lengths in the second, Hourlier getting the place. In the final heat Taylor was lost. Friol made a runaway of the race with Poulain second and Hourlier third. In the final classification by points Friol was given first, Poulain second and Taylor third. Taylor started from scratch in the handicap but was unable to quality.

While several American riders have said that Charles A. Sherwood made a mistake when he went to Europe so soon after turning professional, and that he should have remained here another year before venturing to line up against the world's champions, it is the opinion of others that Sherwood did wisely. By meeting the fastest and cleverest cracks in Europe the young American will have gained valuable experience by the time he returns to America, which may put him in a class with the best of the American professionals. While he has not proved a world-beater, he has made a much better showing than was expected, finishing either second or third in practically all of the races he has ridden in. Sherwood is expected back next month and if he does not prove a strong contender for the national championship it will be surprising.

The young American rode at Pau on June 7th and finished second to Fournos in the Grand Prix of that city. Woody Hedspeth was an also ran in that race, but won the international scratch later. Going back a few weeks, Sherwood finished third in the Prix Tomaselli, an international scratch held at Paris on May 25th. Rutt and Ellegaard finished first and second, with Boutellier fourth. A week later at Geneva he met Piard and Comes in a three heat match. He won one heat and finished second another, which put him second in the final classification. In the international open, which Comes won, Sherwood was a close second, and Piard came next.

Walthour, on the other hand, does not seem to be riding with anything like his former brilliancy. Although he finished second in the annual Gold Wheel race at Paris the latter part of May, he has not been doing very well since that time. His latest performance was at the Parc des Princes track on June 7th, when he met Parent, Guignard, Darragon, Contenet and Simar in the Prix Pentecost. The race was run in two heats and Walthour finished fifth in each of them. In the final placing, in which the distances ridden by each man in the heats were added to determine the total, Parent was first, Contenet second, Guignard third, Darragon fourth and Walthour fifth.

Motorcycles for Place and Time Prizes.

With one Harley-Davidson motor bicycle for the first place prize, and with an Excelsior motor bicycle as first time prize, to say nothing of other valuable trophies, there is no doubt that the prize list, for the Chicago Cycle Dealers' Association's 25 miles handicap road race on July 4th, is the most valuable and attractive that has been presented in very many years, and is such as should induce the record breaking number of out of town entrants which is expected by Fred Schwarz, secretary, 322 East North avenue, Chicago, who is receiving the entries. In addition to the motor bicycles there is about $1,000 in trophies to be awarded. The second and third time prizes will be silver cups, donated respectively by Morgan & Wright and the Continental "Erie" Rubber Works; a gold watch given by the Kokomo Rubber Co.; the reward for the winner of the 4th time prize, and another gold watch will be given to the winner of the 5th time prize. Five other times prizes of equal merit as the foregoing also will be given. The place prizes will include bicycles, silverware, gold watches, motorcycle lamps, bicycle tires and other merchandise that will appeal to riders.

RECOGNIZES AMERICAN RECORDS

Autocycle Union of England Accepts the F. A. M. "Hallmark"—Expresses Desire for General Co-operation.

Henceforth the motorcycle records made in America, which heretofore have been ignored, will be recognized abroad, that is to say, by the Autocycle Union of England.

This result is the outgrowth of the exchange of communications between President Betts of the Federation of American Motorcyclists, and Secretary Straight, of the Autocycle Union. In reply to Mr. Betts's query, Mr. Straight states that the "Union has no desire at all to ignore any records made in America, provided they bear the hallmark of the F. A. M. That is sufficient guarantee for us, and we shall be only too pleased to recognize the records."

Secretary Straight further writes Mr. Betts that he is "only too anxious that this Union shall work in accord with the F. A. M.," which makes it appear probable that ultimately an understanding may be reached whereby Americans may compete in England without jeopardizing their amateur standing at home, which was the point which gave rise to the international correspondence between the two organizations. While the rules of the F. A. M. recognize amateur and professional classes as established in all other sports, the British organization classes competitors as "private owners" and " trade riders." The former is held to correspond to the F. A. M. amateur definition, but as the "private owners" are permitted to accept either money or medals and as they may be professionals in any other line of sport, the F. A. M. officials are unable to see it in that light. They also are loth to recognize a man's occupation as defining his sportsmanship, and therefore cannot see why an American simply because he is engaged in the motorcycle trade and who is in every respect an amateur sportsman, should be forced to lose his amateur status by competing in the British "trade rider" class, which it is frankly admitted, merely is another term for professionalism.

However, the opening wedge having been inserted, there is promise that the peculiar situation which exists will be relieved sooner or later. At least two American amateurs would have competed in England this year but for this situation.

San Francisco Gets a Championship Event.

Roland Douglas, chairman of the F. A. M. competition committee, has awarded the two-miles national championship to the San Francisco Motorcyclists. It will be decided at that club's meet on July 4th. It will be the first titular event to be decided on the Pacific Coast.

SENSATIONAL SPORT AT SALT LAKE

Pacing Machines Throw Riders and Run Alone—Turville Takes a Tumble—Events of Two Good Meets.

Salt Lake City, June 10.—If it was not for an unusually kind providence the management of the Salt Palace saucer track would be the defendants in several damage suits. An electric light pole was all that saved the lives of probably a dozen people at that track last night. In a wild race between fast pacing machines, T. M. Samuelson's motor crashed into an electric light pole while going at a 1:12 clip, nearly cutting the pole in half and splintering a part of it into tooth picks. The 300 pound machine dropped back to the track, slid down to the bottom and spun round like a top with the power still on. It was the most miraculous escape that the spectators have had from serious injury since the track was built and the accident caused women to faint and strong men to turn their heads from what looked like certain death for many.

S. Whittler caused the spill. He is a new motor rider at the track and it was seen at the end of the third mile that he had lost control of his machine. Whittler was in front with Samuelson trailing ten yards and making a desperate effort to pass. Whittler was equally determined that he should not, and the pace set by the two men made the spectators dizzy. At the end of the fourth lap of the fourth mile Whittler wobbled all over the track like a wild man. The expected happened coming out of the back stretch. Whittler's machine slid from under him and went to the next turn, while Whittler slipped down the track barely missing the heavy machine as it rolled down. Samuelson did not have time to get out of the way. He shot up the track and grazed the outside railing, barely missing Whittler's machine, but in so doing he lost control of his motor. The front wheel left the track and Samuelson rode on the rear wheel only for fully a third of a lap before he fell off.

The motor continued in an upright course and, leaving the track, crashed into the electric light pole near the middle of the north turn. It was all over in an instant, but the people remained spellbound. It was not until Samuelson and Whittler picked themselves up that the crowd realized they were safe and then a great shout of thanksgiving rent the air.

Another accident happened in the second heat of the mile professional open, when Clem Turville took a chance on the cement running board in a sprint. His daring nearly cost him his life. He was going too fast to slow when he reached the turn and the bicycle slipped from under. Turville was thrown heavily and it was some time before he could be restored to consciousness. The doctor took five stitches in his scalp and two in his hip. All his teeth were loosened.

Theodore Devonovitch, the Russian revolutionist, whose full grown beard has made him a "marked man," was put in to pace the final of the mile professional. He was slow in getting away and the starters ran him down on the first turn. McFarland, Samuelson and Burris went down in a heap and McFarland's feet got tangled up in the Russian's whiskers, which made McFarland very, very mad. The race was restarted and McFarland, Downing and Samuelson had things all cut and dried. But, oh, what a surprise, when young Walter DeMara cut loose from the rear and went by the field as if they were anchored, winning by several lengths. McFarland, Downing and Samuelson finished in the order named.

Wilcox won the two miles handicap from the 35 yards mark. Hollister gave him a good fight, but did not have enough speed to turn the trick and Samuelson finished third. W. Pedaller Palmer, of Australia, got fourth.

One of the prettiest races ever seen on the saucer was the three mile lap handicap for amateurs. There were 26 riders on the track and for once in the history of amateur racing in Salt Lake City there was not a single fall. McCormack won the race in a two lap sprint, with Giles second and Diefenbacher third. The quarter mile open was easy for Crebs. He left the mark first and held the lead to the tape. The summaries:

One mile novice—Won by J. Givlin; second, Block Price. Time, 2:17⅘.

One-quarter mile open, amateur—Qualifants: Robinson, McCormack, Morris, Crebs, Wright, Diefenbacher, Thomas, Giles and Lawrence. Final heat won by Crebs; second, Wright; third, Diefenbacher. Time, 0:29⅗.

One mile open, professional—Qualifants: Mitten, DeMara, Downing, Turville, Burris, McFarland, Hollister, Palmer and Samuelson. Final heat won by De Mara; second, McFarland; third, Samuelson; fourth, Downing. Time, 2:03⅘.

Three miles lap handicap, amateur—Won by McCormack (50); second, Giles (40); third, Diefenbacher (30); fourth, Lawrence (scratch). Time, 6:14.

Two miles lap handicap, professional—Won by S. H. Wilcox (35); second, C. L. Hollister (130); third, W. E. Samuelson (scratch); fourth, W. Palmer (75); fifth, Walter De Mara (90). Time, 3:56⅕.

Five miles motor match between T. M. Samuelson and S. Whittler—Race given to Samuelson after accident.

Salt Lake City, June 13.—Thinking probably that they might witness another thrilling motor accident, the largest crowd of the season witnessed the meet at the Salt Palace saucer track last night. There was not even a semblance of an accident, however, as all the events passed off without incident.

The big race of the evening was the Australian pursuit for professionals, but just as the crowd sat back to see a real fight between Samuelson and McFarland, the lanky one sat up. After the finish of the half mile open McFarland had fallen off his bicycle and in the tumble the front forks of his machine were damaged and the head also tightened up while he was riding so that the veteran did not care to take any chances. Samuelson won the race, but McFarland immediately challenged him to a match pursuit. As both men are cracks at this style of riding the match probably will be run at an early date.

Walter De Mara again attracted attention to his sprinting ability and incidentally brought the big crowd to its feet when he challenged McFarland to a sprint in the second heat of the half mile open. The bid was made too soon, however, for the San Franciscan was shut out by little Mitten, who nipped him at the tape for second place. The final heat went to McFarland, with Wilcox a close second, and West and Mitten also in the money.

Cyrus L. Hollister picked up a piece of small change when he defeated Hardy Downing by a well timed sprint in the three-quarters mile consolation. Theodore Devonovitch, the Russian revolutionist, who disguises himself with an ornate hirsutic adornment, was third, and Agraz fourth.

As usual the amateurs put up a couple of rattling good races, especially in the two miles lap handicap. A field of more than 20 riders faced the starter and for the next four minutes proceeded to burn up the track. Young Hollister tried to lap the bunch and came within striking distance when Schnell took it into his head to pull the back markers up. This he did and the field bunched at four laps to go. Halstead, the Australian, who has been riding a queer looking junk wagon imported from England, last night sat on a good American bicycle and the result was apparent. He won his first open race from scratch. Wright was second, Lamont third, and Meyer fourth. The half mile open was easy picking for Albert Crebs. The summaries:

One-half mile open, amateur—Qualifants: Morris, Crebs, Lawrence, Schnell, Diefenbacher, Giles and McCormack. Final heat won by Crebs; second, Morris; third, Diefenbacher. Time, 1:02.

One-half mile open, professional—Qualifants: McFarland, Mitten, Hollister, West, Hopper, Downing, and Wilcox. Final heat won by McFarland; second, Wilcox; third, West; fourth, Mitten. Time, 0:59⅖.

Two miles lap handicap, amateur—Won by Al Halstead (scratch); second, Phil Wright (45); third, P. Lawrence (scratch); fourth, A. Lamont (115). Time, 4:04⅕.

Three-quarters mile consolation, professional—Won by C. L. Hollister; second, Hardy Downing; third, Hopper; fourth, Devonovitch; fifth, Agraz. Time, 1:41⅖.

Unlimited pursuit, professional—Won by Samuelson; second, McFarland; third, Wilcox; fourth, De Mara; fifth, Mitten. Distance, 2 miles 90 yards. Time, 4:32.

SLIPPERY BILL BALKS CLIMBERS

Rain Mars Pike County Expedition of St. Louis Cycling Explorers—It Promotes an Impromptu Road Race.

St. Louis, June 9.—Like every other Pike county tour, that of the St. Louis Cycling Club held on June 6-7, began in an all night ride on a Mississippi packet to Louisiana, Mo., some 100 odd miles above St. Louis. The tour differed only from previous excursions in that there was more entertainment, more fun, more refreshments, more of everything that drives away dull care. Saturday afternoon was hot and sultry, and no one realized it more than one Charles Parker, who had the humiliating experience of leading his flat tired bicycle through the business section of the city, while going to the wharf. It was just the sort of an afternoon and evening that made the boat ride a feature to be looked forward to with enthusiasm, and by 4 p. m. the packet steamed away with 29 wheelmen seated on the upper deck, enjoying the fresh breeze from the broad expanse of the father of waters, and discussing the strenuous tour of a dozen of their fellows into the wilds of Washington county a week previous, a full account of which has appeared in the Bicycling World.

Much as there is to a Pike county tour, there is practically no work to do in arranging it. For instance, there is no need for a refreshment committee, since Martin Dinzler is connected with the city sales department of the Anheuser-Busch brewery, while good old "Bob" Holm is now treasurer of that big institution. Then, the roustabouts, the steward, in fact, all the steamboat people have long learned that St. Louis wheelmen are a jolly good crowd and as a result they can take almost complete possession of the craft. There is a suspicion that this year the "bribery" extended even to the boat's officers for Louisiana was not sighted till the respectable hour of 8.30 Sunday morning, instead of 6 as heretofore. This was appreciated by all the party, of course, but especially by those members who permitted the "edge of the evening" to cut deep into the hours of the night.

It would occupy too much space to describe all that transpired in the way of frolic on the night trip to Pike county, yet a few incidents may be mentioned. Six of the crowd were engaged in card playing, while a very unassuming young man watched the proceedings. Presently he became deeply interested and was invited into the game. These six tourists may have had visions of enjoying their outing on a stranger's money but it was not long before it occurred to them that some time or other they had heard the phrase, "A fool and his money are soon parted."

The one man that always is depended upon to bring along the cure for snake bites is H. G. Wolzendorf, yet on this occasion he forgot it—a lapse that is utterly beyond understanding to any one that knows this good old veteran. When he announced his shortcoming, he was assured that when Alton was reached he would be put off the boat with his bicycle and not allowed to return unless he "made good," right gladly and willingly did he "make good."

From Louisiana the cycling part of the journey always begins. Here tours are arranged that suit, long or short, as the different groups desire, and after the "night before" the majority are generally satisfied with the 16 miles ride straight to Eolia, always the dinner stop. Some, however, rolled off 50 miles or more during the forenoon.

The magnificent gravel roads of Pike county, built and operated by a company of enterprising farmers way back in 1856, were found to be in excellent condition, and Thos. Stead, a native of England, remarked that these roads were fully equal, if indeed, not superior, to the highways of his native land.

These roads were the first good roads constructed in the West, and were operated by a toll company for 50 years, and are now owned and operated in the same manner by the county. The tolls have always been very low and complaints are made only by the few "chronic kickers" who are found in every community. Pike county stands out as a splendid example of what good roads will do for a community. Nowhere does a rural community present a more prosperous appearance than here. Everywhere there is an air of affluence and refinement. When the government established the rural free postal delivery, Pike county was one of the first communities to receive the benefits.

The good roads of Pike county attracted some of the wealthiest citizens of St. Louis and along these fine pikes are many magnificent estates and country homes, presenting varied and beautiful views to delight the tourist.

At Eolia, dinner was served, a dinner that cannot be surpassed anywhere else on this earth. The one sad feature was that the heavens became overcast, there was a warning peal of thunder, and soon there was a road race back to Clarksville.

Clarksville was reached in time, then the shower, a cessation, and Robert Bersch and George Anderson had aspirations to distinguish themselves by climbing Cox hill (named after W. J. Cox, who first climbed it), and incidentally proving to each other that they could beat each other up. It was not their fault that they couldn't get up. The road surface was so slippery from the rain that the rear wheels of their machines spun around and slid from under them.

The return to St. Louis was by rail, the club having a car to themselves as well as a private baggage car.

About ten of the party planned to cycle back to St. Louis, but a rain the previous day put the dirt roads between St. Louis and Clarksville under water, and though a St. Louis wheelman can get over stumps, boulders, mountains, through gravel creek beds, he is balked by a wet dirt road. Those who enjoyed this fine outing were, R. M. B. Tidd, Luzerne Tidd, C. L. Barr, O. H. Hassemer, W. M. Butler, M. Dinzler, John Dieckmann, H. Hunicke, H. Giesecke, C. B. Jansky, M. J. Gilbert, A. L. Jordan, R. Bersch, George R. Anderson, Alex P. Laing, H. W. Lang, E. G. Bauer, B. C. Hopkins, L. M. Stringer, A. L. Brinker, C. Lindenschmit, Thomas Stead, George H. Breinig, Charles Parker, H. G. Wolzendorf, T. N. Davis, William Wallace, Charles Parks, A. J. Schmidt.

Queer Theft of a Motorcycle.

Although Frank A. Bowen, a Utica (N. Y.) dealer, took more than ordinary precautions to prevent the theft of a motorcycle by a prospective customer, he lost the machine, which later was recovered by the police, who arrested the alleged thief.

Charged with grand larceny in the second degree, Otto von Bueren, Jr., aged 18, was arraigned in the city court and accused of stealing a motorcycle valued at $185. The complainant alleged that the defendant entered his place of business and represented that he wanted to buy a motorbicycle. A Yale-California was shown to him and he asked for a demonstration. Bowen mounted the motorcycle and followed his prospective customer, to whom he loaned a "push" wheel, some distance about the city. Von Bueren was favorably impressed with the demonstration and said he thought that he would buy the machine, but that he would like to ride it first. It was agreed that he should ride around a few blocks by himself, the dealer to go in an opposite direction and meet him.

Bowen rode around the opposite way, but he didn't meet his prospective customer; the machine and von Bueren had disappeared. Bowen searched for some time and then sought the home of the young man, but nothing was known of his whereabouts there. The police then were notified and on the following afternoon the defendant was arrested as he returned to Utica on the machine, which he had ridden to another town where he had spent the night.

In court, the defendant's attorney insisted that his client took the wheel out of a spirit of fun and that he was willing to pay the dealer for the use of it. The prisoner was held in $500 bail.

Asbury Park's Motorcycle "Squad."

Asbury Park claims to be the only sea side resort to have a motorcycle police corps. It consists of one man, and because of his repute for efficiency he is entitled to be mentioned by name. Joseph H. Truex began to patrol Ocean avenue as soon as he had become master of his mount, this being his first experience in motorcycling. His beat is a thoroughfare much frequented by automobilists, but as yet he has had no occasion to make an arrest.

KRAMER AND CAMERON STAR

Champion Defeats Fogler in Match Race at Boston—Cameron Takes First Amateur Championship.

Frank Kramer's victory over Joe Fogler in a match, and George Cameron's win in the half mile amateur national championship were the features of the first circuit meet at Revere Beach, Mass., on Wednesday last, 17th inst. Although excellent racing was on the bills only a small crowd enjoyed it, not a sufficient number to pay the purses for the professional races. The reason was that Boston's "Coney Island" was practically deserted because of the counter attractions in the city in the afternoon, it being Bunker Hill Day.

The match between Kramer and Fogler was one well worth seeing and the champion looked in for a beating. Kramer had Brooklyn six day rider when it comes to sprinting, although the latter proved the sprint champion's master at pursuit riding. The first heat was at one-half mile and Kramer drew the pole for the start. Fogler set a hard pace from the start and on the second lap was going so fast that the champion looked in for a beating. Kramer had the speed to make good, however, for in a wonderful burst of speed he drew alongside Fogler and neck and neck they had it out on the straight. Kramer won by about ten inches.

The second heat was made a mile pursuit with Kramer on the back stretch and Fogler at the tape. Fogler gained at the start and although Kramer rode hard he could not reduce the lead the Brooklyn rider had gained in the early laps. When the gun sounded for the finish Fogler had an advantage of 20 yards.

It was decided to make the final heat a mile sprint and Kramer took the lead for the first half mile. Fogler ducked through on the pole and tried to make a runaway of it, but Kramer caught him and got to the tape two lengths in front.

Cameron won a brilliant victory when he captured the half-mile championship from Goerke after a hard fight. Tom Connolly of Boston was third. Due to some irregular handicapping in the one mile amateur Cameron was the only scratch man that could qualify for the final heat. He won the race from McPartland, with Hill third. The ride of plucky Hill, a crack rider, on 100 yards in the heat with Oscar Goerke on scratch and the nearest man to him on 75 yards, was nothing short of an outrage.

Nearly all the professionals came in for a little small change. George Wiley took the half mile handicap, starting from 75 yards, and Dennis Connolly, 50 yards, was second. Moran had 55 yards and finished third. The scratch man did not have a chance. Krebs got into the final heat but retired early.

There was a big field of starters in the 15 miles open with a meal ticket at the end of each second lap. Of the meals, Moran won 11, Williams 10, Rupprecht 10, Logan 8, Wiley 7, Bardgett 4, Root 6, MacLean 2, and Dorlon and Bedell 1 each. The final mile was a hard one, Bedell, Krebs, Moran and Bardgett finishing close together in the order named. Bedell displayed good form and generalship.

The consolation race went to Root, with Dorlon, once his partner in a six day race, second. Logan also finished in the money. The summaries:

One mile handicap, amateur—Won by Geo. G. Cameron (scratch); second, Hugh McPartland (65); third, Fred Hill (100). Time, 2:14⅗.

One half mile amateur championship.—Won by George G. Cameron; second Oscar Goerke; third, Tom Connolly. Time, 1:05⅘.

One half mile handicap, professional—Won by George Wiley (75); second, Dennis Connolly (60); third, James F. Moran (55). Time, 0:56⅘.

Fifteen miles open, professional—Won by John Bedell; second, Floyd Krebs; third, James F. Moran; fourth, Walter Bardgett. Time, 35:01⅕.

Match between Joe Fogler, Brooklyn, and Frank L. Kramer, East Orange—First heat (½ mile), won by Kramer. Time 0:56⅗. Second heat (one mile pursuit)—Won by Fogler. Time, 2:07⅘. Final heat and race (one mile)—Won by Kramer. Time, 2:41.

One-half mile consolation open, professional—Won by E. F. Root; second Oliver Dorlon; third, P. F. Logan. Time, 1:12.

Motorcyclists Favored in Two States.

How good work done in one State proves of influence in other States is aptly demonstrated by the new laws which have just gone into effect in Ohio and Rhode Island. The former readily is recognized as being modeled after the New York law, while the Rhode Island enactment largely was borrowed from Connecticut. It was due to hte work of the F. A. M. that motorcycles were exempted from the provision of the automobile law of New York and in Connecticut, the organization brought the fees and tags down to "next to nothing." As a result, Ohio motorcyclists now are exempt from fees and tags, while the Rhode Islanders, instead of paying $2 and carrying big automobile number plates, now pay 50 cents per year for registration, and 50 cents for a license and need display only one inch numbers anywhere they please, exactly as is the case in Connecticut; non-residents are exempt for a period of 20 days each year, as in Connecticut. In Ohio, the speed limit is 8 miles in built up sections, 15 miles in other parts of municipalities, and 20 miles elsewhere. In Rhode Island the limits are 15 miles per hour in built up sections and 30 miles elsewhere. The Ohio law is peculiar in that it requires all other road users to give two-thirds of the road to horse drawn vehicles.

OGDEN OPENS RACING SEASON

McFarland Captures Two Events and Giles Wins Pursuit Race—Fast Going and Close Finishes the Rule.

Ogden, June 12.—A crowd numbering 2,000 persons witnessed the opening meet at the Glenwood saucer track last night. Close finishes and fast racing was the rule and the spectators declared it the best meet seen in several years. All the best riders came up from Salt Lake City and they took back all the money in sight.

The two miles lap handicap for professionals was the one best bet and Theodore Devonovitch, conspicuous because of his Russian whiskers and radical ideas, received a nickname that doubtless will cling to him. It is now "Rip Van Winkle" Devonovitch. When one of the gallery gods yelled this at the Russian the latter got busy and gathered in twelve laps before he dismounted. The final sprint went to McFarland; Wilcox second, Achorn third.

McFarland also took the half mile open, getting the lead at the start and holding it to the finish. Samuelson was a close second, Mitten third, and Hollister fourth.

Giles took the Australian pursuit from Halstead and the latter was the runner up to McCormack in the two miles lap race The summaries:

One-half mile open, professional—Qualifants: Samuelson, Palmer, De Mara, Hollister, McFarland Wilcox, Downing, Mitten, and Achorn. Final heat won by McFarland; second, Samuelson; third, Mitten; fourth, Hollister. Time, 0:57⅗.

Two miles open lap, amateur—Won by McCormack; second, Halstead; third, Hollister; fourth, Morris. Time, 4:06⅘. Laps—Giles 6, Crebs 4, Robinson 2, De Frank, Halstead and Herman 1 each.

Unlimited Australian pursuit, amateur—Won by Giles; second, Halstead; third, Diefenbacher. Distance, 3 miles 7 laps 10 yards. Time, 9:01⅘.

Two miles lap handicap, professional—Won by McFarland; second, Wilcox; third, Achorn; fourth, Agraz. Time, 4:10⅗.

Five miles motor match, professional—Won by T. M. Samuelson; second, E. B. Heagren. Time, 6:28⅘.

Road Race for Dobbs Ferry's "Fourth."

Dobbs Ferry, N. Y., is in the ring again and a 25 miles handicap road race under sanction of the National Cycling Association will be the piece de resistance there on July 4th. It is being promoted under the auspices of the Fourth of July Celebration Committee, and entries should be sent to J. J. Travers, P. O. Box 222, Dobbs Ferry, N. Y.. Twenty-five prizes should draw a big entry list. The first and second place prizes will be, respectively, a racing bicycle and a gold watch, and a gold watch will also be given to the rider making the fastest time.

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WHAT AN ENDURANCE RUN MEANS

The "Experienced Motorcyclist" Enlightens "The Youngster"—Organized and Haphazard Riding Contrasted.

"You make me tired!" ejaculated the Experienced Motorcyclist, as he turned and gazed at the individual addressed. "Now, honest, tell the truth, did you ever ride in a real, bona fide endurance or reliability contest; now did you, and if so, when?" With which withering cross examination the interest of all those present became concentrated on the expected retort from the youngster.

Seeing no way of dodging the issue, and realizing that under existing conditions, he would likely be called upon to prove any statement that he might make which did not meet with the unqualified acceptace of the gathering, the Youngster hesitated, and then manfully admitted that his knowledge of endurance contests had been derived from his imagination of the actual conditions and not from personal participation in outings of this nature.

"Humph, I thought so," was the retort of the E. M., whose wrath was not subdued by the admission. "Usually it is the fellows who never have encountered the actual conditions of an endurance run who make the most assertions concerning the practicability and feasibility of this sort of a demonstration.

"You think that because you have ridden a couple of centuries or have hit it up at 30 to 40 miles an hour on nice, level roads, when weather conditions are perfect and when time is no object, that the rate of 15 miles, which generally is adopted as an endurance contest standard, comes under the head of lead pipe cinches—and that's just where you are way off your base," with which statement the speaker paused as though to give an opportunity for some one to dispute his statement. Incidentally, it might be remarked that the E. M. looked as though he wanted some one to enter the argument with him, but as no one showed any inclination to do so, evidently all agreed with him or feared to take up the gauntlet. Seeing that he could not provoke a controversy the Experienced One continued:

"The difference between an ordinary ride, a go-as-you-please century, and an endurance contest, is the difference between doing things on time, with system and judgment, and doing them in any old haphazard way. One is the method of organized riders, the other is the method employed—if you will—by the mob. In an endurance run you can't make allowances for what may happen—punctured tires, etc.; in a tour you don't have to make these allowances.

"It gets me riled to hear a chap like the Youngster say that 15 miles an hour is a cinch; that any practical rider, even if mounted on a second rate machine, can finish with a perfect score. That's the talk of the person who does not realize the difference between traveling on schedule, with every part of the machine working in perfect order all the time, and traveling on any old time, without reference to the number of minutes employed in mending punctures, replacing broken wires and other repairs or adjustments which constitute the troubles to which motorcyclists are heir.

"If any of you fellows want to learn just what an endurance run means, the F. A. M. contest June 29th and 30th will give you the chance. After you've been through it, I'll wager you'll agree with me that when a man says that there's no difference between an endurance contest and a century run, he's merely exhaling superheated air.



The man who compares a century with an endurance contest has a lot to learn and his first endurance run is going to be the occasion of a great awakening, and one in which amazement will have a large part."

Carroll Cyclers Courting Trouble.

Several young men of Baltimore, who masquerade as the Carroll Cyclers are planning to get themselves in trouble by promoting an outlaw road race, 11 miles, near that city on Sunday next, June 11th. Chairman Kelsey, of the National Cycling Association's board of control, has told them that the riders participating in it would be given the limit of suspension, but so far no effort has been made to secure a sanction, which, by the way, does not cost anything to bicycle clubs, so why a club should want to breed outlawry when it does not cost anything to "be regular," is beyond comprehension.

Marcel Dupuis, the New York French professional sailed last week for France where he will remain until Fall. Dupuis expects to ride in Paris and the provincial cities.

F. A. M. CARD THE OPEN SESAME

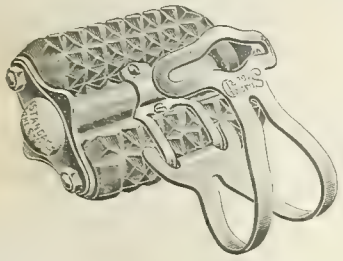
Only Passport to Hospitalities of the 1908 Meet Club—This Aside from Its Permanent Value.

"There is one thing the F. A. M. 1908 Meet Club purposes to do," remarked an official of that organization one day this week, "and that is to show the value of the F. A. M. membership card. We intend to be just as polite as we know how to all comers, but before the good things are passed around, the membership ticket must be produced. The 25 cents competitor's registration card simply 'won't go' It is all right for the purposes of competition, but it ends there.

"We have insisted that the special rates at the official hotel shall be accorded to members only, and no one else will receive the souvenir badge and the souvenir program, which, by the way, are far and away the finest things of the sort ever produced for a motorcycle meet. It will require a display of the F. A. M. bit of pasteboard to get aboard the sightseeing automobiles that will be provided for the visitors and the same thing to join the Coney Island excursion or to obtain the railroad tickets for the excursion to the Paterson track, where the membership ticket will be good also for admission without charge. The tilting tournament at Roslyn, and the palate-tickling 'feed' in the grove at Huntington Harbor will be restricted to members and their womenfolk, while the High Old Time at Roslyn on the night of July 2d—where the electric fountain will spout drinkable gasolene—it has been officially styled the Bing-bang smokefest, for reasons which will be made plain to all who attend—likewise will be solely for members.

"Every man who ever rides a motorcycle in the State of New York—not to mention other States—enjoys the fruits of F. A. M. work. Quite a few of them do not appear to know that before the F. A. M. had motorcycles exempted from the automobile law, we all had to pay $2 and carry tags, and, in the event of arrest, were held for trial at General Sessions, where we could be fined up to $100. Despite the fact, and although the F. A. M. supplies all members with the membership pin and the mighty useful Helping Handbook, lots of men work off that hoary old wheeze, 'What do I get for my dollar?' So far as the Meet Club is concerned, we mean to answer the question as best we know how. We believe that every man who rides a motorcycle, and who is eligible should be a member, and if he refuses to see the light, we believe the annual meet is an occasion when the light can be turned on so strongly that it may be distinguished even by blind people. A word to the wise should be sufficient, and it is just as well that the word be given in advance."

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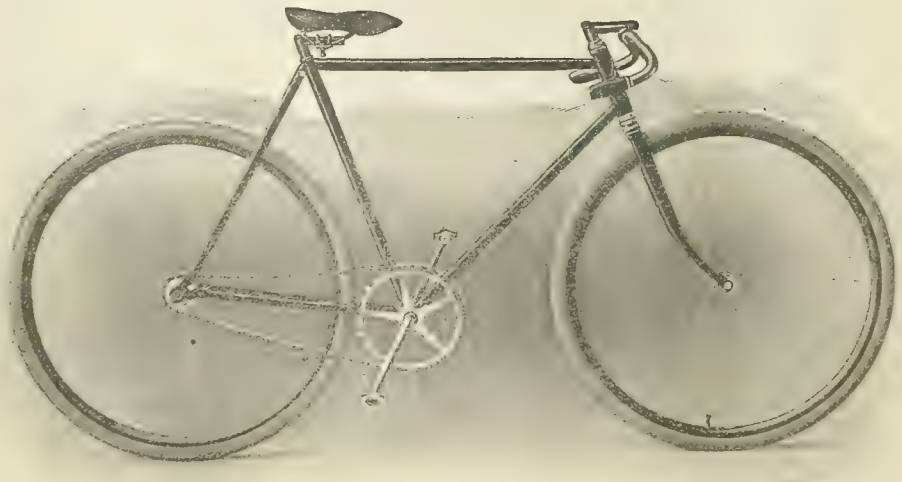
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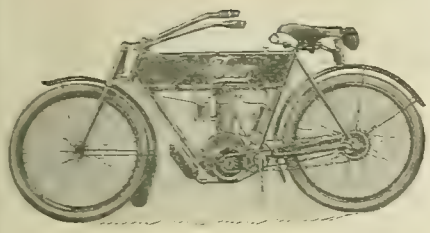
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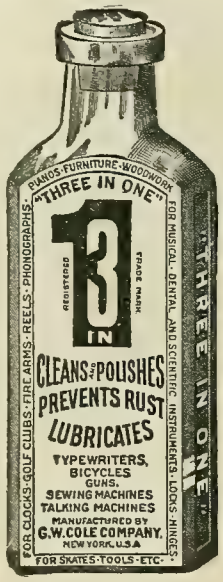
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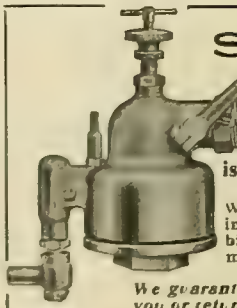
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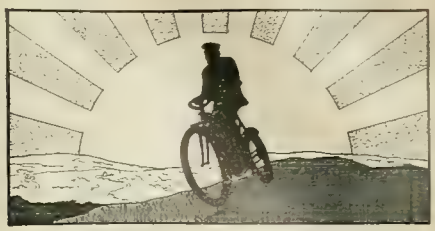
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Motorcycles Aid in Milk Inspection.

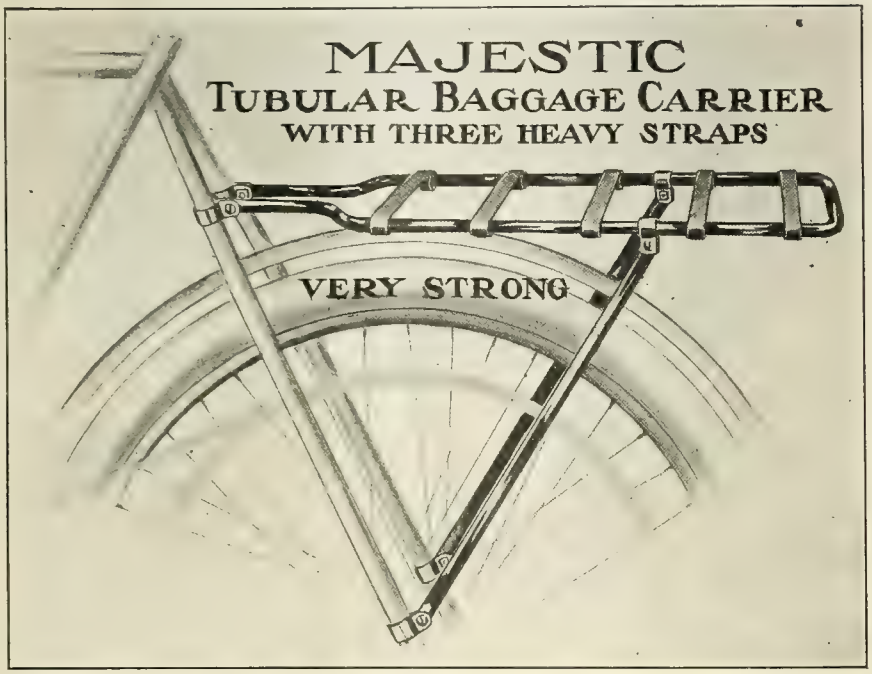
Because the motorcycle has proved to be a more efficient and expeditious means of locomotion than the horse and buggy, two of those machines are now employed in the Borough of Queens, New York City, by the Milk Inspection Bureau. Beginning with the first of this month, Inspector James J. Clarke and Assistant Charles E. Clancy abandoned the wagons they have been driving for some time and began using motor bicycles. The inspectors are obliged to go about in the early morning hours, watching for dealers who sell adulterated milk, and confiscating any goods found to be below standard. Heretofore it has happened frequently that drivers whom they had apprehended escaped by whipping up their horses and getting away at full speed. The use of the motorcycles will put a stop to this, also enabling the inspectors to cover a much greater area than before in the same length of time.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

Discrimination in Bicycle Thievery.

Newark, N. J., seems to be suffering an epidemic of bicycle thefts. Each day the local papers contain accounts of this form of thievery. Recently the thieves have been using discrimination, and instead of taking bicycles in their entirety, have had the affrontery to remove such parts of the machines as appealed to them, taking new or especially attractive handlebars, pedals or wheels, as the case might be. An instance of this nice discriminaton was brought to the attention of the police several days ago, when H. Rosnick reported that thieves had removed the wheels and new tires from a bicycle in the hall of his house on Boyd street.



Price, $5

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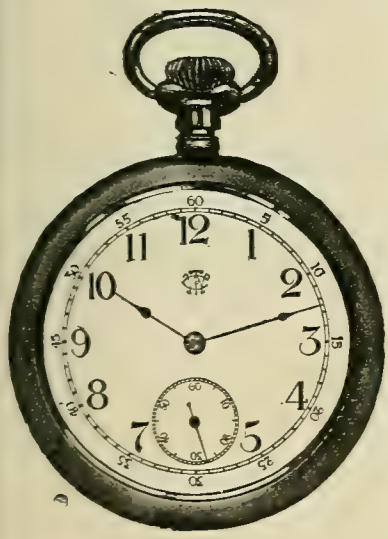
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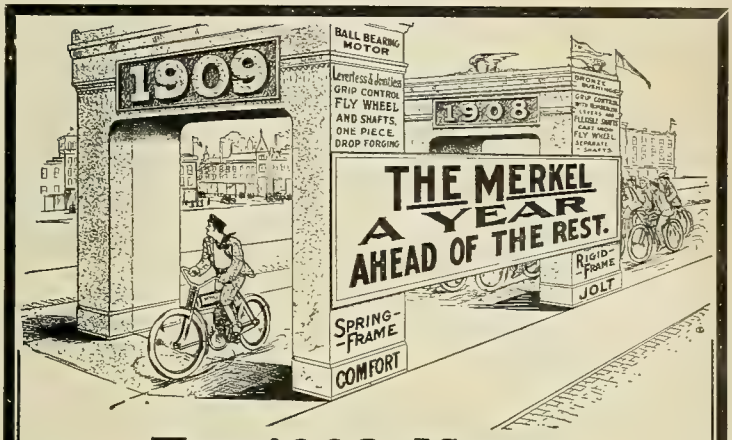
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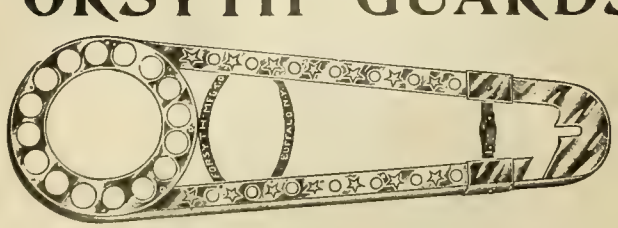
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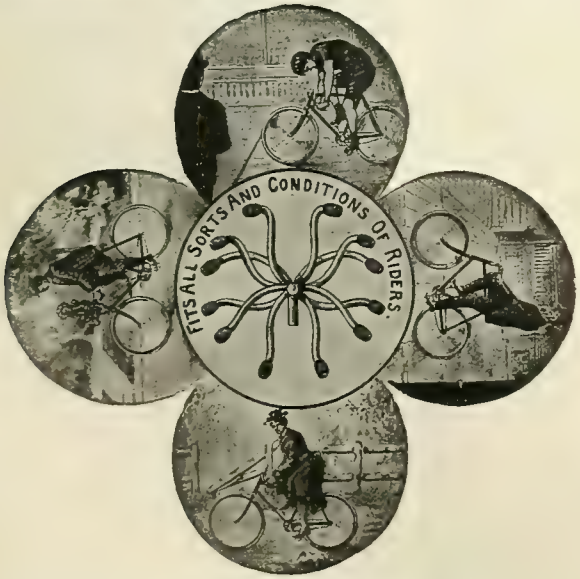
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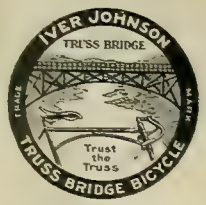
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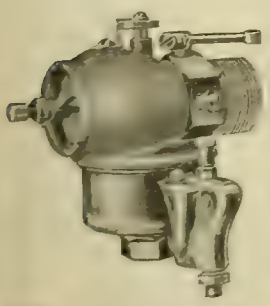


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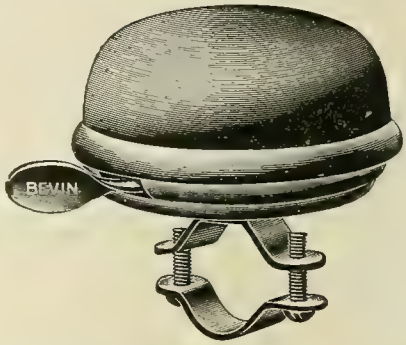


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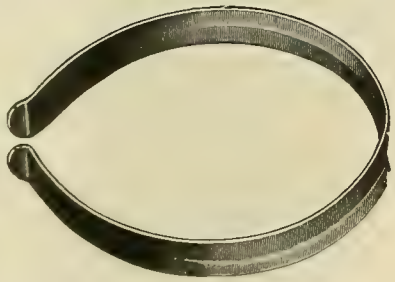
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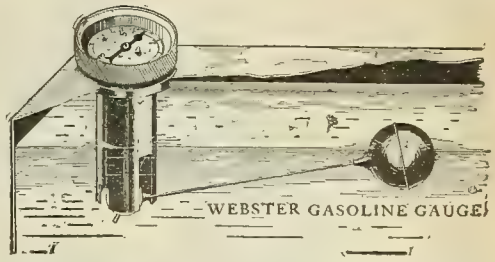
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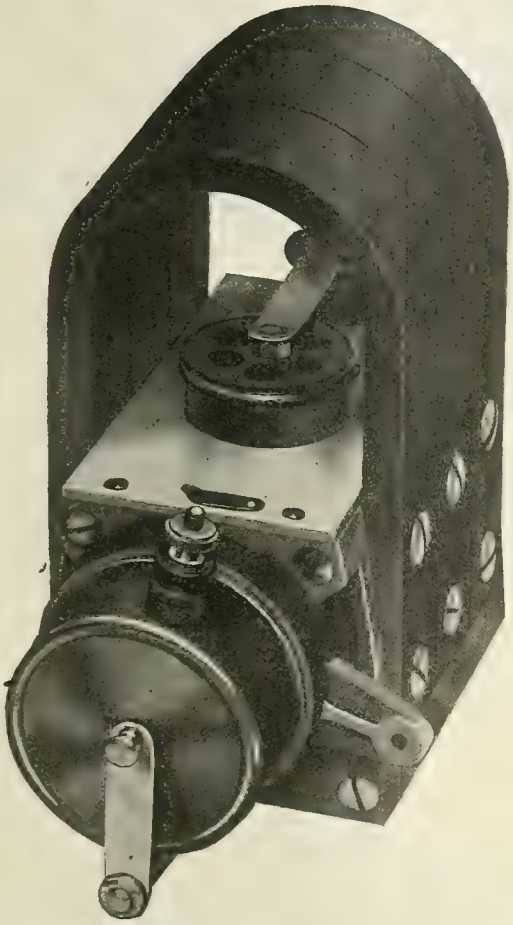
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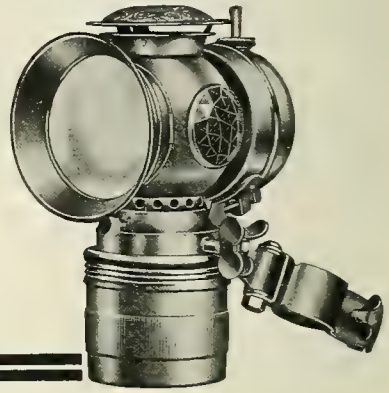
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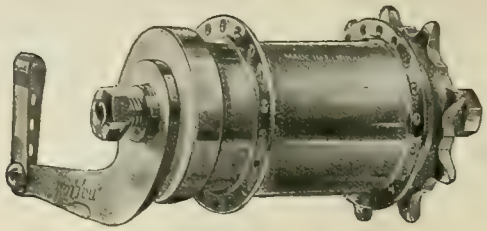
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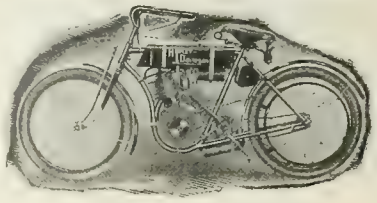
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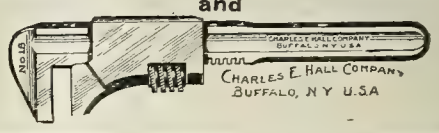
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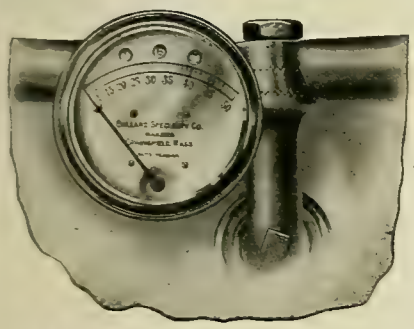
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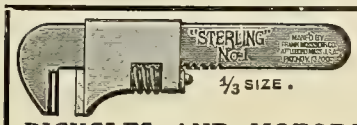
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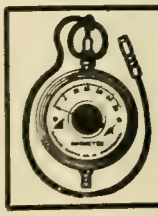
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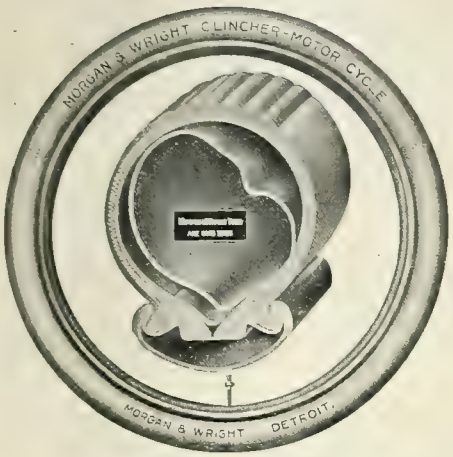


New Oxford

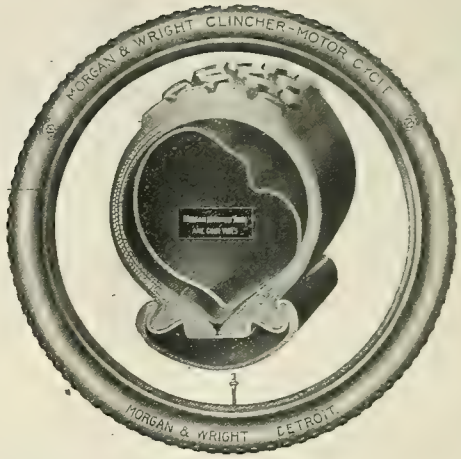
IT "PAYS BIG"

Kokomo Rubber Co., Kokomo, Ind.

Famous GOOD Tires



Corrugated Tread



Bailey Tread

MORGAN & WRIGHT TIRES

have little need for an introduction to any one who rides a wheel—whether a "regular" or a motorcycle. They are known all over the world as good tires.

No other tire manufacturers in the country are so well qualified from the standpoint of experience to give the motorcyclist the tire he needs as we are, and we are demonstrating this fact in the way we are building our motorcycle tire.

It has six strong points:

FIRST—A casing made of a special, closely woven auto fabric, giving great strength and susceptible to permanent repairs at small expense. Resists punctures.

SECOND—A casing formed in the making to the shape which it will assume when in use.

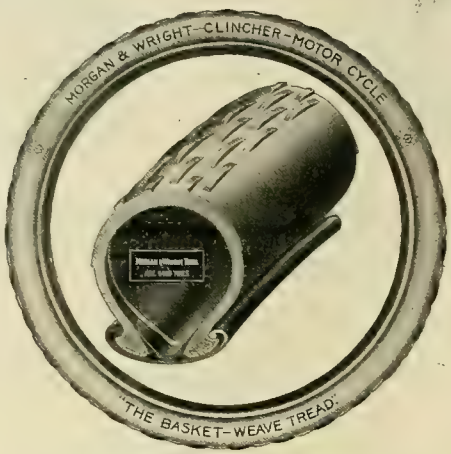
THIRD—An inner tube of superior quality, made of several plies of rubber by the same process we use in making our well-known bicycle tubes. This method gives a seamless, built-up tube, which is stronger than a single ply tube, for the same reason that a laminated rim is stronger than a single piece rim.

FOURTH—A tube made in the shape it will assume when in the casing, thus insuring a perfect fit.

FIFTH—A tire which is easily applied and removed, because it is not necessary to shape it with the hands.

SIXTH—A complete tire, embodying all of the good ideas developed by several years' experience in manufacturing a satisfactory automobile tire.

for Motorcyclists



Basket Weave Tread

SOMETHING NEW IN

MORGAN & WRIGHT TIRES

FOR MOTORCYCLISTS

Our new Basket Weave Tread has been designed to meet the growing demand on the part of motorcyclists for a non-skid tire of the single-clinch type. Users and dealers who have seen the sample tires we have made are united in the opinion that this tire will be an extremely popular one when placed on the market.

We will be prepared to make deliveries on it July 15th.

In order to overcome the objection on the part of some that a single-clinch is not as safe as a double-clinch, we have had a special rim made for this tire, which makes it absolutely impossible for it to roll from the rim.

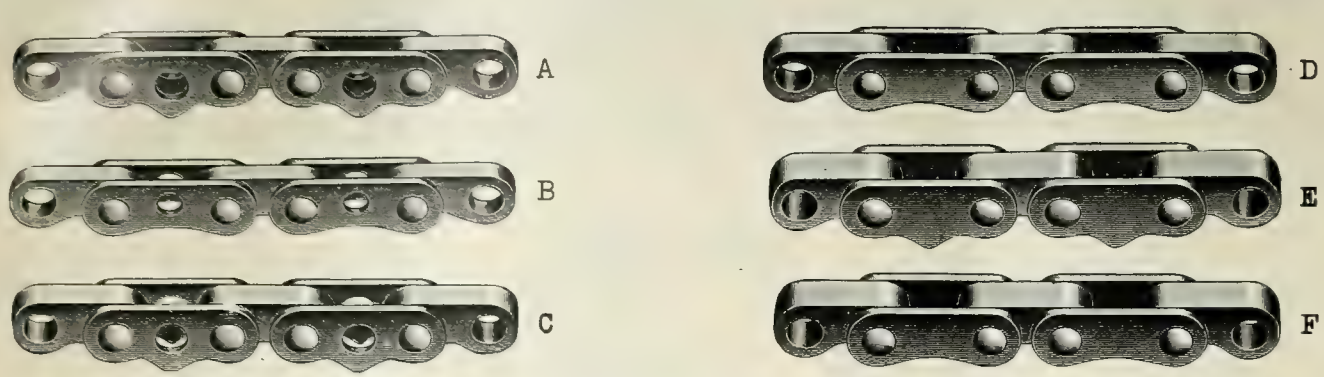
TAKE NOTE OF THE FACT

that our motorcycle tires are made of automobile tire fabric instead of ordinary bicycle tire fabric or thread fabric. Motorcyclists will readily appreciate the extra strength the use of this material gives to the tire.

OUR RECORD to date is: Not one defective motorcycle casing or tube returned since these tires were first placed on the market over five months ago, and only one returned for repairs.

MORGAN & WRIGHT, Detroit

NEW YORK BRANCH, 214-216 West 47th Street



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

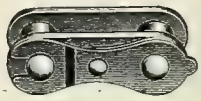
New 5/8-in. Pitch Chain

Roller or Bushing Type



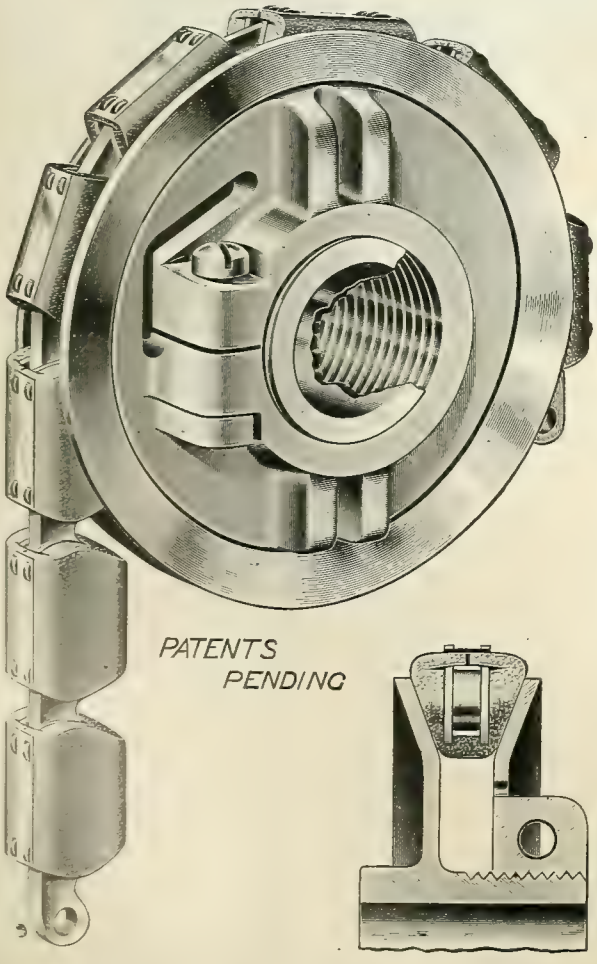
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

POPE BICYCLES WIN

George G. Cameron, champion amateur rider, who will be one of America's representatives this year in the Olympic Games, mounted on a 1908 Pope bicycle, has the following victories to his credit:

In his last seventeen races, secured
12 Firsts
2 Seconds (Handicap)
1 Third (Handicap)

Mr. Cameron writes:

"You can see that your wheels are just the thing for me, as I can handle them better than any I have ever used."

On May 24th, 1908—Walter A. Bardgett at Vailsburg, mounted on a 1908 Pope bicycle, won a sensational five-mile open race, defeating the best men in the country.

On May 31st, 1908—At Vailsburg, David Mackay, amateur, mounted on a 1908 Pope bicycle, won a two-mile handicap.

On June 7th, 1908—At Vailsburg, Walter A. Bardgett won the one-mile event.

On June 6th, 1908—At the opening of the Revere Track, Hugh McLean, the American middle distance champion, mounted on a 1908 Pope bicycle, won the twenty-five-mile motor pace race, his nearest competitor being eight laps behind.

Why is it that riders of Pope bicycles win their races? The answer is simple: Because their bicycles are strong, rigid, and easy running. If these bicycles stand the gruelling punishment of racing, they certainly make ideal mounts for general road use. Write now for a catalogue.

POPE MANUFACTURING CO., Hartford, Conn.

LATER

June 14th—At Vailsburg, Mr. Cameron, mounted on his Pope bicycle, won two more amateur races—the ⅔ mile and 4½ mile events.

ALSO—Mr. F. I. Perreault, Treasurer Century Road Club of America, riding a 1909 Model Pope Bicycle, Saturday, June 13th, 1908, established a New York-Boston record. The record is all the more remarkable from the fact that torn-up roads near Palmer, Mass., made it necessary to walk nearly ten miles. The bicycle stood the 247 mile trip without the slightest accident.

The Position of the Reading Standard Co. With Respect to Motorcycle Races

¶ Competitive trials of motorcycles showing the good and bad points of different makes of machines, are beneficial not only to the purchasing public, but to the manufacturers, as they tend to the attainment of the highest state of excellence in the art.

¶ But the races having for their purpose the displaying of mechanical monstrosities in which every other quality is sacrificed to showing the speed attainable under the manipulation of professional riders, are a very different thing and we think it proper to state explicitly that—

¶ The Reading Standard Company is not a manufacturer of professional racing machines. The name "Reading Standard" was adopted deliberately to express the idea that the machines manufactured by the company should be standard in every essential respect; standard as to speed on the public roads; standard as to economy; standard as to to safety and endurance, and standard as to general efficiency.

¶ If this company were to undertake to compete in the manufacture of professional racing machines, it would give a good account of itself, because it is far easier to make a machine in which everything is subordinated to speed, than to make a machine in which all the essential elements of goodness are found in well-balanced proportions.

¶ Our purpose is to produce day in and day out nothing but first-class stock machines.

¶ We are not only willing, but eager to compete with any and all manufacturers of motorcycles in the world, on the basis of an every day machine selected at random from stock.

¶ The Reading Standard asserts with confidence that tried by the sound and sensible tests above specified, it has a machine that will stand up against the best stock machine produced in the world.

READING STANDARD COMPANY

Reading, Pa.

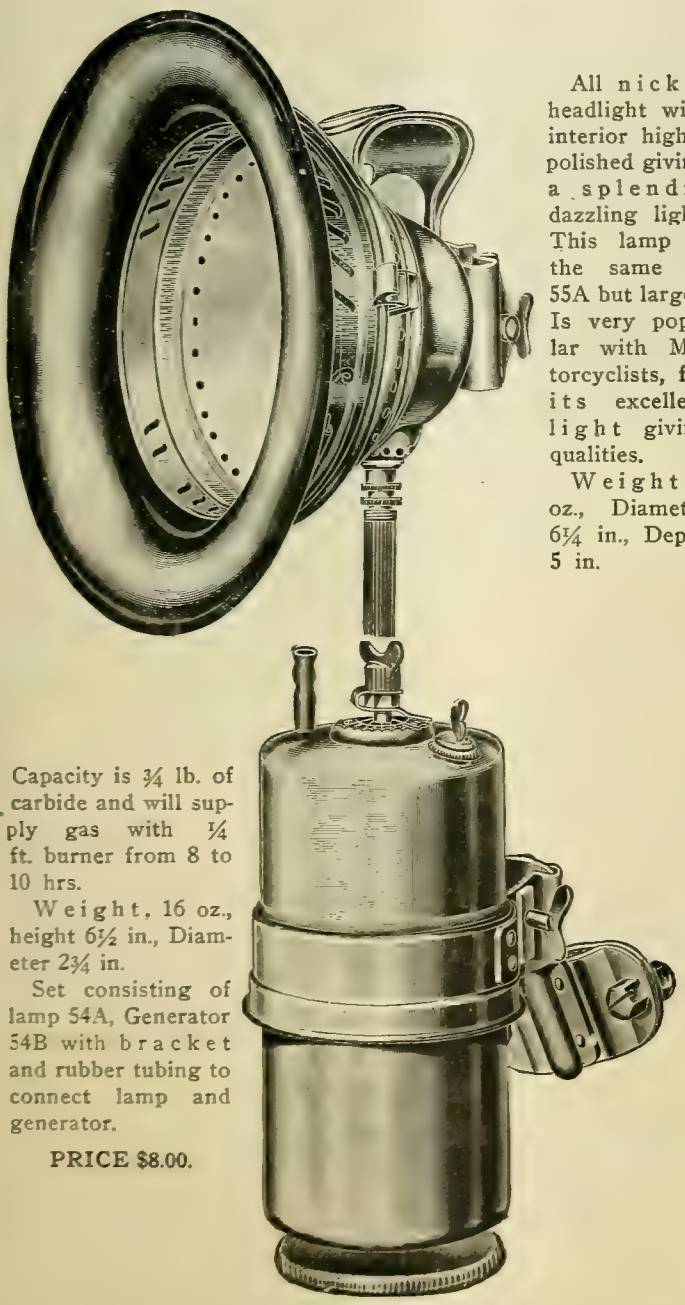
The Choicest and Most Salable Accessories

PICKED FROM THE EUROPEAN MARKET.
For Sale By All Leading Motorcycle Dealers.

Lamp and Generator

Set No. 54A and 54B.

LOOKS GOOD, AND IS AS GOOD AS IT LOOKS.



All nickel headlight with interior highly polished giving a splendid dazzling light. This lamp is the same as 55A but larger. Is very popular with Motorcyclists, for its excellent light giving qualities.

Weight 16 oz., Diameter 6¼ in., Depth 5 in.

Capacity is ¾ lb. of carbide and will supply gas with ¼ ft. burner from 8 to 10 hrs.

Weight, 16 oz., height 6½ in., Diameter 2¾ in.

Set consisting of lamp 54A, Generator 54B with bracket and rubber tubing to connect lamp and generator.

PRICE $8.00.

Blanchard Horn

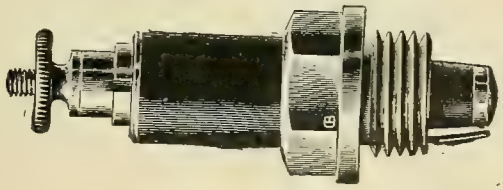


The most popular horn for motorcycle and bicycle use. The triple twist construction produces a deep, penetrating tone not attained in any other horn.

Finished in polished brass or nickel.

No.	Size of Bell.	Price.
10	3¼	$3.00
11	4	$3.50

French Mica Plug

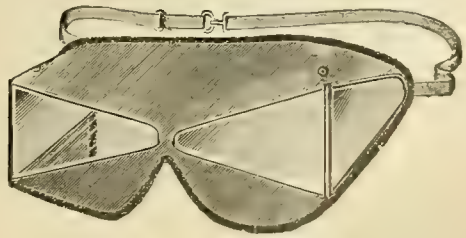


High class plug for motorcycles.

Constructed from amber mica with composition platinum points insuring positive spark. Can be easily cleaned owing to its simple construction.

PRICE, ½ in. and Metric, 90c.

New Four-Way Goggle



A high class motorcycle goggle. Made of fine soft kid leather, edges lined with velvet. Allows a wide range of vision. Glasses are made in V shape and are interchangeable.

No. 89 V—PRICE $1.00.

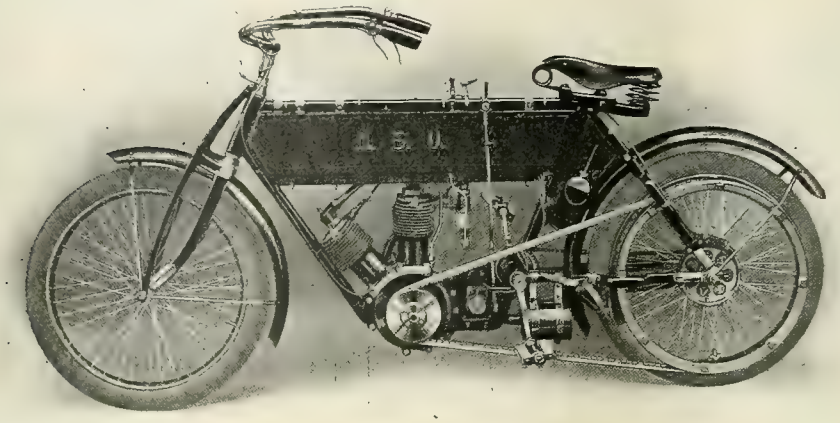
THE MOTOR CAR EQUIPMENT COMPANY, Importers

55 Warren Street 1727 Broadway, Corner 55th Street NEW YORK

Visitors to the forthcoming F. A. M. Meet are cordially invited to inspect our complete stock.

N.S.U.

MOTORCYCLE



N. S. U. Twin Cylinder, suitable for Side and Fore Car attachment, 4 h.p., 5½ h.p. and 6 h.p. types, fitted with Girder Forks.

IT is impossible to build a better motorcycle than the N. S. U. It is built of the best material procurable, in the largest factory in the world devoted to motorcycle building. It is equipped with magneto ignition on ALL models. Choice of Single and Double Cylinder Motors, Light Weight (80 pounds), Road Racers and Touring Models from 1¼ to 6 horsepower, with Free Engine and Two-Speed Gear if desired. Shamrock-Gloria Canvas and Rubber Belts. N. S. U. Patent Belt Fasteners. Peter Union Tires. Over 14,000 users.

What other motorcycle possesses the excellent features of the N. S. U.? Why not ride the best?

Let us give you a trial run. Or write for particulars.

N. S. U. MOTOR CO., 206 W. 76th St., New York

Empire Motorcycle Tires

THE Empire Motorcyle Tire is designed and constructed throughout with a view to making it the most serviceable tire on the market. All the materials in its construction are of the best quality, and properly adapted to the work required of this type of tire.



This tire is made for the regular clincher rim, as shown by illustration. It is so constructed that it is more easily handled than any other make of motorcycle tire, and it is, therefore, almost impossible to pinch the inner tube. This means a saving of a great deal of annoyance to the rider, and a saving of expense as well.

WE make two styles of inner tubes, endless and butt-end. The butt-end tube is of the greatest convenience for use in the rear wheel of a motorcycle, permitting the changing of tubes without removing the wheel from the frame.

Both the endless and the butt-end styles are furnished in two grades and



weights of rubber. The Empire gray tubes are of the standard thickness and weight, and made from fine Para rubber. The Empire Peerless tubes are made from red rubber, and are very much thicker, heavier and stronger than gray tubes. The Empire Peerless red tubes are put through a special process, which prevents deterioration. These are the best tubes that have ever been offered for motorcycle use.

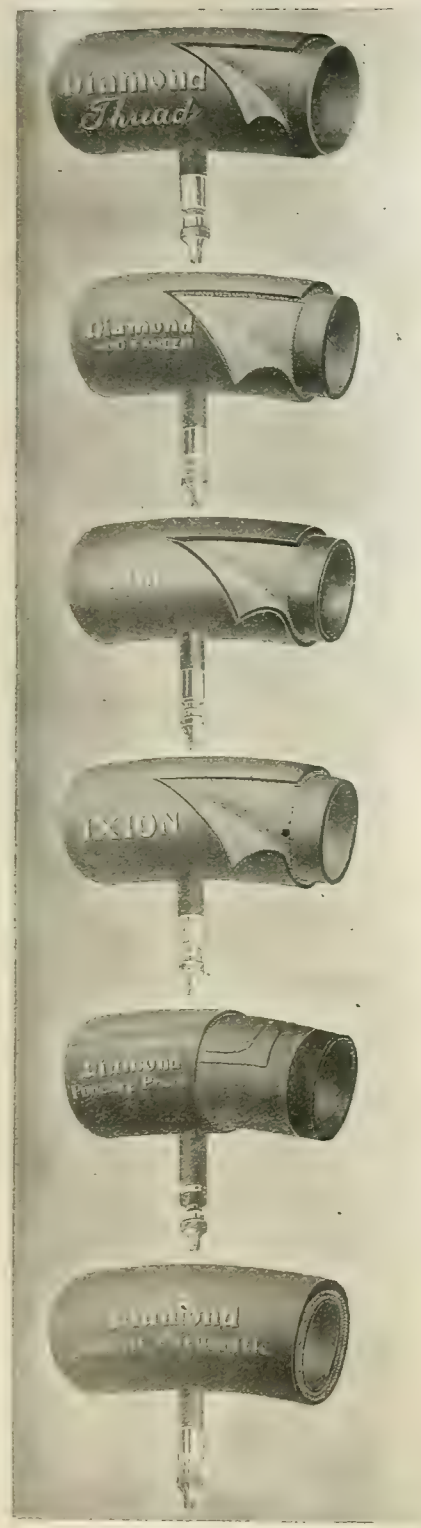
EMPIRE AUTOMOBILE TIRE COMPANY

TRENTON, N. J., U. S. A.

NEW YORK—Broadway & 73d St.; 148 Chambers St.
CHICAGO—29 La Salle St.; 1301 Michigan Ave.
DETROIT—842 Woodward Ave.
BOSTON—292 Devonshire St.
BUFFALO—724 Main St.
PHILADELPHIA, PA.—Penn Auto Supply Co.
ATLANTIC CITY—Penn Auto Supply Co.
JACKSONVILLE, FLA.—Savell Rubber Co.
DENVER, COL.—Denver Auto Goods Co.
SEATTLE, WASH.—Fobes Auto Supply Co.
ATLANTA, GA.—Dunham Rubber Co.
PROVIDENCE, R. I.—Waite Auto Supply Co.
NEWARK, N. J.—Empire Tire & Supply Co.

Diamond

TIRES



The significant fact is that once a dealer sells the

Diamond

line of tires,

HE KEEPS ON SELLING THEM

We don't know any dealer who is in business for the fun of it.



THE DIAMOND RUBBER CO., Akron, Ohio

NOTICE

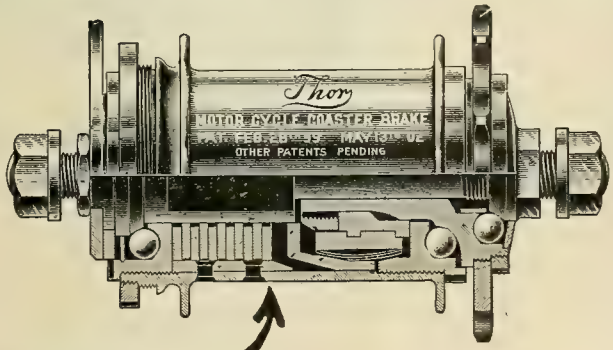
To Assemblers and Manufacturers of Motorcycles:

Thor **MOTOR COASTER BRAKES AND MOTOR FRONT HUBS**

are built on the same principles and designs as the well-known *Thor* Bicycle Hubs and Coaster Brakes. They are

QUALITY PRODUCTS

Note the **Friction Washers:** These give the *Thor* more braking surface than any other Coaster Brake on the market. Safety of the rider is the **vital point** of a Motor Coaster Brake



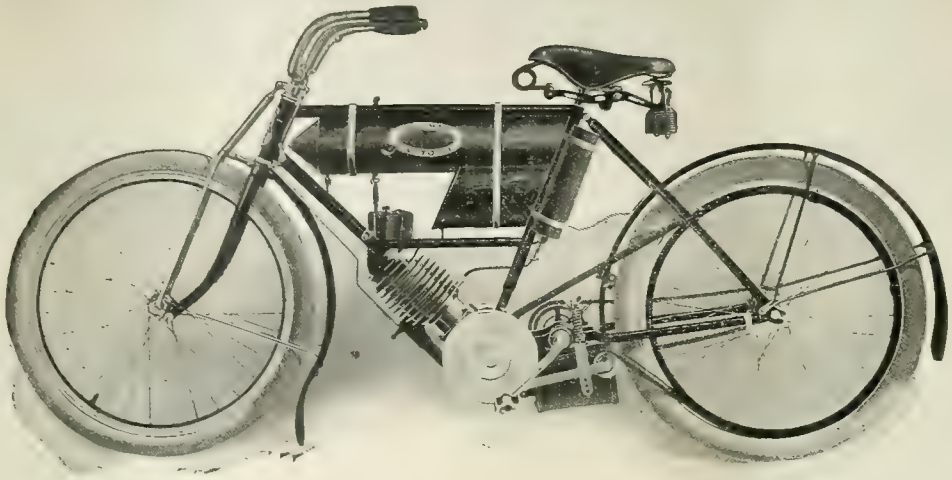


Note that the *Thor* Motor Front Hub is **Simplex design.** Ball races and shell **one piece,** giving **maximum bearing surface** for ball race.

We have other *Thor* Motor Component Parts, such as Compensating Sprockets, Seat Post Expanders, Hangers, etc., that may interest you.

AURORA AUTOMATIC MACHINERY COMPANY

Aurora, Illinois



THE AUTO-BI

Wins First in Five Mile Event at Wilkes-Barre

With Private Owner Riding

Not to know the virtues of the "'08" AUTO-BI proclaims you as not up-to-date on motorcycles.

Three full horsepower.
A noiseless belt that does not stretch.
Truss spring forks.
Long wheel base.

2½-inch G & J Tires and hollow rims, in fact, everything that goes to make an ideal up-to-date motorcycle.

Don't experiment with untried products, get an AUTO-BI—the

Pioneer American Motorcycle

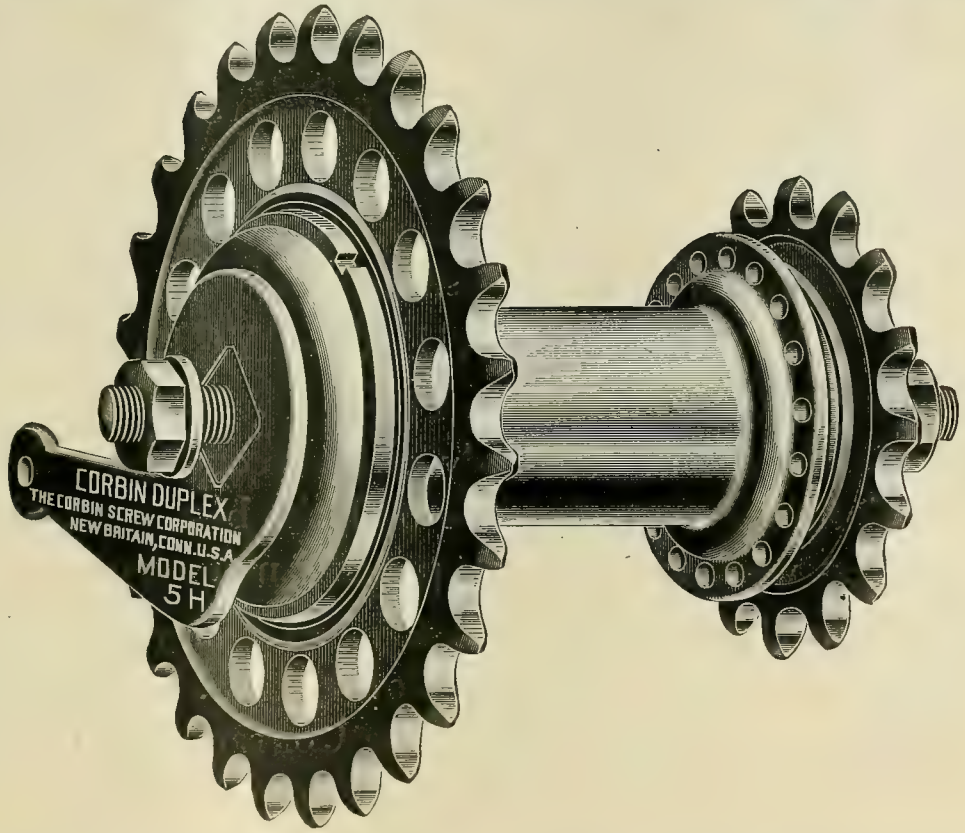
Yes, we want live Agents.

THE AUTO-BI CO., 1443 Niagara St., Buffalo, N. Y.

In the Making of Motorcycles and Motorcycle History

THE

CORBIN COASTER BRAKE



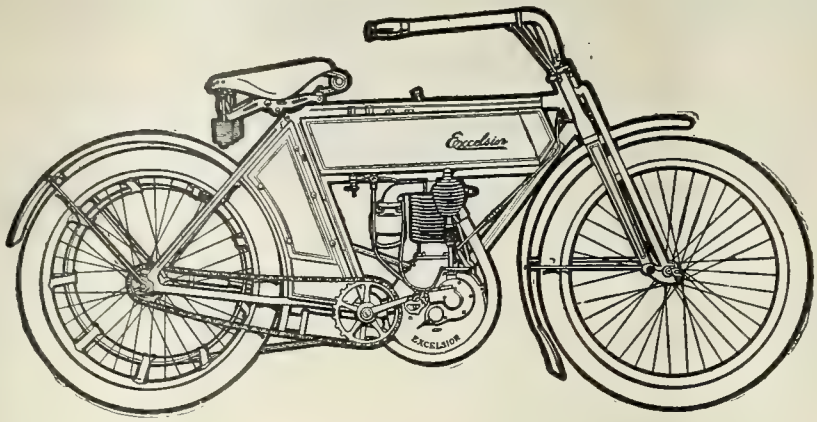
has played an "all-star" part. Motorcycles demand a superior coaster brake and the Corbin was the first to meet the demand and to "live up to it."

IT IS SIGNIFICANT

that there are more Corbin Motorcycle Coaster Brakes in use than all others combined, and that in practically all of the road contests that have occured the Corbin has been

THE EQUIPMENT OF THE WINNING MACHINES

Corbin Screw Corporation, New Britain, Conn.



¶ To the casual examiner all motorcycles may look pretty much alike.

¶ The experienced user knows that the things that really count are on the inside.

¶ The EXCELSIOR AUTO-CYCLE is good inside and out.

¶ We claim and stand ready to prove our claim that in the Excelsior Auto-Cycle is both the best material and the best workmanship ever put in a motorcycle.

¶ Add to this CORRECT DESIGN and real practical improvements such as FREE MOTOR, LOW, COMFORTABLE SADDLE POSITION, POSITIVE GRIP CONTROL and a SILENT, VIBRATIONLESS MOTOR, and you have a machine that gives all the comfort and road qualities of a touring car at a cost of maintenance too slight for consideratton.

¶ Write for our new catalog, M. C. 20, or see our representatives at the F. A. M. Convention at New York.

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

233-237 RANDOLPH STREET, CHICAGO, ILLINOIS

Guaranteed Bicycle Tires

These are the Brands to Ask About

PATHFINDER A plain tread, extremely high grade tire at a medium cost, and a full season's guarantee to back it up. It is made of Para rubber and good tough fabric—fast, durable and very resilient.

THE CACTUS A puncture-proof tire—made with a heavy re-inforced tread of extra tough compounded rubber and extra strong heavy fabric—resists thorns, briers, sharp pebbles, etc.

MONARCH An excellent, strong road tire for all-around riding. It has more rubber on the tread for the price than any other tire on the market. It is the best medium-priced tire made.

CUSHION PNEUMATIC

A specially constructed tire, made for durability and resiliency rather than speed. Very heavy but still possesses the necessary resiliency to make riding a pleasure—absolutely impossible to puncture.

Every dealer remembers how Bicycle Tires used to *LAST* and give all-round satisfaction in the old days when Bike Tires were made *RIGHT* and were *GUARANTEED*.

There was some comfort in selling a Bike Tire those days, for a man didn't have to be continually dodging dissatisfied customers.

You know as well as we do that now wheeling is getting popular again, wise riders *don't want* and *won't have* these "junk" tires any more.

But *they* don't know—and most *dealers* have forgotten—what tires to recommend as *thoroughly good* and *dependable*.

The answer is *the Guaranteed Goodyear Bicycle Tires*.

We have ceased entirely to make the so-called "competing" tires demanded by certain of the trade, and dealers may select any Bicycle Tire mentioned in the margin with the certainty that they will be getting full value for their money.

We *absolutely guarantee* any of the brands mentioned in the margin to be made from pure new rubber as a base, and that they will give the same mileage and the same satisfaction as the *very best tires* obtainable in the "good old days" of the Bicycle Craze.

Guaranteed GOODYEAR Bicycle Tires

This *Guarantee* means that we will *replace* any tires shown to be defective in the same "good old time" way—and that every Goodyear Bike Tire you sell will reflect *credit on you* and bring in *new trade*.

Ask for information about these *Guaranteed Tires* and get posted.

Bike riders are already beginning to specify them.

Write the home office or nearest branch for prices and samples.

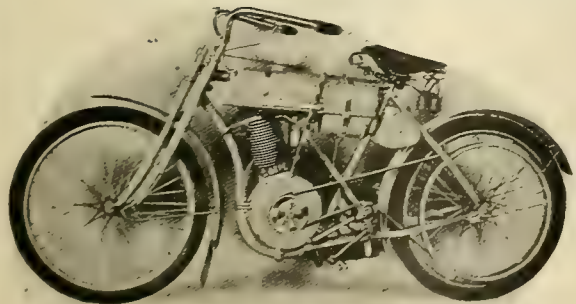
THE GOODYEAR TIRE AND RUBBER CO., Moal Street, AKRON, OHIO

BRANCHES

Boston, 261 Dartmouth St. Buffalo, 719 Main St. New York, 64th St. and Broadway Los Angeles, 932 S. Main St. Cleveland, 2065 Euclid Ave. St. Louis, 712-714 Morgan St. Chicago, 82-84 Michigan Ave. Pittsburg, 5988 Center Ave. Cincinnati, 317 E. Fifth St. Detroit, 251 Jefferson Ave. Philadelphia, 1404 Ridge Ave. San Francisco, 506 Golden Gate Ave. Denver, 220 Sixteenth St.

When Competitors Point to the performances of a rival product, in order to substantiate the correctness of their own principles, the wise man and discriminating purchaser asks no better guide in making his selection.

THE HARLEY-DAVIDSON



is a product of that sort. It is the machine that has kept the fame of the belt-driven motorcycle secure. It is everywhere pointed to as proof of what a belt driven machine can do—not merely in the hands of factory experts, but in the hands of everyday purchasers. Some of its most notable victories were achieved in California, thousands of miles from the factory, and in the East, which also is far removed. It won an honor medal in the last F. A. M. national endurance contest, and in the strenuous Los Angeles (Cal.) endurance run last month it was the only brand represented by one machine that earned a perfect score.

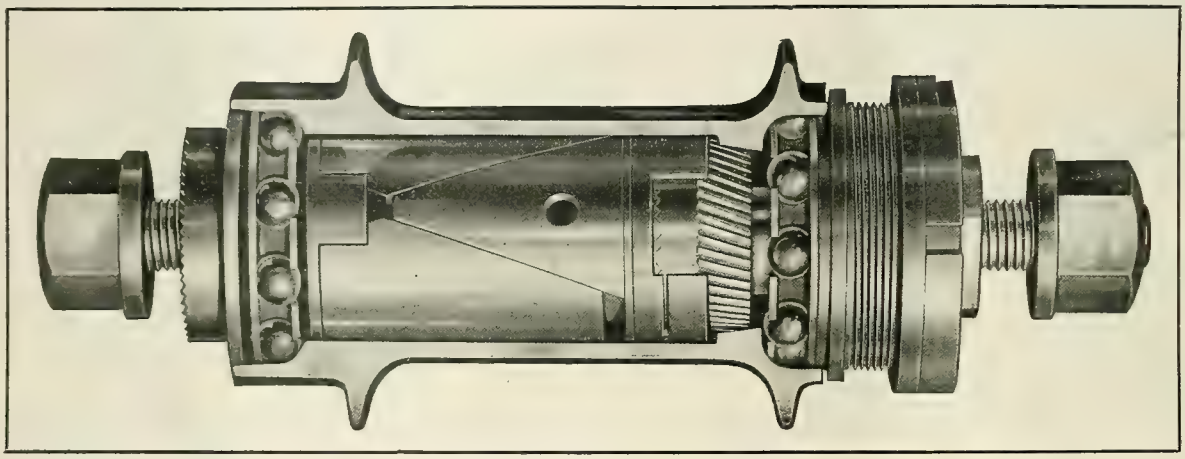
If you would know more about these performances, write to us. Our literature is interesting.

The Harley-Davidson is the motorcycle that has made good—not in catalogs, but in actual use, and in open competition. It combines all the power and positiveness of the chain machine, with the smooth, even, agreeable and superior action of the belt. Friction clutch, two-speed gear, free engine, if desired.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, June 27. 1908 | No. 14

MAKERS TO MEET AT THE SEASIDE

Parts and Accessories Trade Abandons Niagara to Join Bicycle Makers at Atlantic City—No Social Features.

The annual mid-summer meeting of the Cycle Manufacturers' Association has been called to occur in Atlantic City, August 5, 6 and 7. Accommodations for one hundred persons have been reserved at The Shelburne.

The Cycle Parts and Accessories Association which previously had selected Niagara Falls, Canada, for its place of meeting has altered the time and place to be in accord with the cycle manufacturers.

The meetings at Atlantic City, which will be the first that have been held during several months, will be devoted strictly to business and will be restricted to the members of the respective associations. Unlike the gathering of last year there will be no open meeting, no reading of papers and no holiday-making except such as may be made by individuals. In fact, other than to make the necessary hotel reservations, the committees of arrangements have had little or nothing to do.

Among other things, the Parts and Accessories Association will elect new officers during its session at the seaside resort.

Payment of Pope Dividend Ordered.

Vice Chancellor Howell of the New Jersey chancery court has signed an order directing the receivers of the Pope Mfg. Co. to pay a 25 per cent. dividend on all approved claims against the company. The dividend was conditionally authorized several weeks ago to take place as soon as the $50,000 was received from the sale of stock of the American Wood Rim Co., owned by the Pope company and which was sold to E. J. Lobdell, the head of the wood rim pool.

The order also directs the receivers to set aside $65,000 for the future payment of 25 per cent. on the claim of Louise A., Josephine, Anna L. and Otto F. Unzicker, who are owners of premises formerly occupied by the Western Wheel Works, in Chicago, which had been leased by the Pope company, which lease at $25,000 per year, has 17 years to run. The receivers are further ordered to deduct from the dividend due the International Trust Co. of Boston the amount of money on deposit with it to the credit of the Pope company at the time of the appointment of the receivers. It is expected that a second dividend of 25 per cent., if not more, shortly will be declared.

Grady Extends His Business Quarters.

Jointly with two other Worcester (Mass.) men, J. W. Grady, the well known New England jobber, has purchased the parcel of property at the corner of Austin and High streets in that city. The purchase includes a big four story factory building, two houses and two barns. Grady, who has occupied a part of the factory structure, will now spread himself over an entire floor, at the same time retaining his retail store on the opposite side of High street.

New Morgan & Wright Motorcycle Tire.

Morgan & Wright, Detroit, have nearly ready for the market a new single-clinch motorcycle tire having a basket-weave nonskidding tread. It is designed to be applied to their new crescent rim on which the flanges are deeper than usual and which are formed with a slightly downward slant to increase their clinching capacity.

Pope to Sell Columbia Steel Mills.

It is probable that the Columbia Steel Mills, Elyria, Ohio, which is one of the Pope Mfg. Co.'s properties, shortly will be disposed of by the receivers. They have been offered $190,000 for it and as the option price already has been paid, the sale of this portion of the Pope properties may be said to be practically consummated.

COASTER BRAKE WAR GROWS KEEN

New Departure Threatening More Suits, is Threatened by Claimant to Basic Patents—Light on Tangled Situation.

For the season of 1909, the New Departure Mfg. Co. will produce both a high grade and a low grade coaster brake. The former will be the familiar New Departure model; the other will be a new-comer which will be styled the Bristol.

With the announcement of their 1909 intentions, the New Departure people include notice that they are preparing to bring additional suits for infringement of their patent No. 850,077; one action, they state, is almost ready for filing.

Meanwhile, and adding interest to the situation, William Robinson, formerly of Boston, but now of Brooklyn, N. Y., has served notice of infringement on the New Departure company, and is laying the foundation for a claim which will amount to between $100,000 and $200,000 for royalty which he alleges has accrued from the infringement of his rights. Robinson is the mechanical and electrical enginer who invented the closed circuit system of automatic railway signaling which now is in general use and who has been a party to the Robinson-Townsend-Copeland fight for the basic patent on coaster brakes which has waged for so many years in the Patent Office, and which has become so involved that no ordinary man has been capable of following its ramifactions. The New Departure company owns the Townsend and Copeland patents, the former of which is the more or less famous No. 850,077, which covers the shifting sleeve which is the master principle of the New Departure device and the one on which its suits are based. It was issued only last year after years of legal turmoil. Mr. Robinson rests part of his claim of infringement and for royalty on his patent No. 752,262, filed May 5, 1898, and granted

February 16, 1904, which covers "a plurality of braking elements," which he defines as the four brake shoes employed in the New Departure device, and also on an earlier patent, No. 724,739, issued April 7, 1903, which he maintains describes the New Departure coaster brake "to the very last item." His claim of infringement dates from that time.

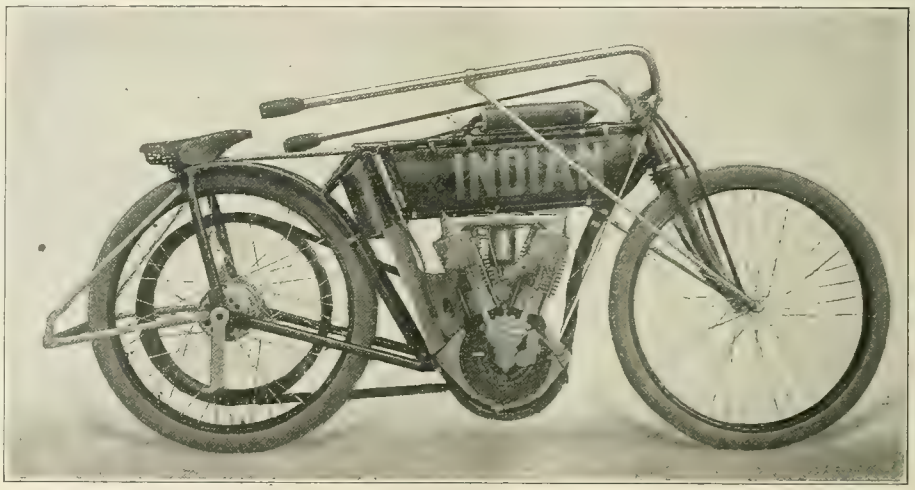
After reciting these particulars, Mr. Robinson, when seen by a Bicycling World man this week, threw on the entangled situation some light that will assist general understanding of it. All of the interferences, actions and other complicated proceedings which have so confused the normal mind, are, as he states, merely incidental to and in the nature of clearing the decks for his fight for the patent involving the fundamental principles of all coaster brakes, i. e., the combination of a free wheel and a back pedaling brake, for the rights to which principle he filed application October 8, 1897. This application, he states, has been four times declared in allowable condition, the first time in May, 1902, but, so he alleges, it was held back for three years by the Commissioner of Patents without warrant of law and contrary to the Rules of Practices because of the commissioner's opinion that the pending interferences might settle some of the points involved. Robinson's application of 1897 was not thrown into interference until 1905, and since that time he charges that the Copeland-Townsend interests have been making all manner of "frivolous motions" moving heaven and earth, "not to go lower"—to use his exact language—to secure delay and to prevent the taking of testimony. "Pettifogging" and "filibustering" are among the picturesque terms which Robinson used in describing the tactics which he alleges have been employed. As an example, he cited the action of Copeland's counsel in appealing from an appeal favorable to Copeland, because of its prejudicial effect on his whole case, and also of resort to petitions when appeals no longer were permissible under the rules. Mr. Robinson asserts that his opponents fear the taking of testimony relating to his 1897 application because the evidence given the other interferences will serve as a boomerang.

An appeal is to be argued on July 8th next and its settlement, it is believed, finally will open the way to the long deferred taking of testimony concerning Robinson's application for the patent on the basic principle of all coaster brakes. That this gentleman is intensely eager for it does not admit of doubt. He is exercised to such a degree that he contemplates heading an undertaking to have Congress wipe out the interference machinery of the Patent Office and require that all patents shall be issued to the first applicants and all questions which subsequently may arise shall be settled by the United States courts. He repeats what often has been remarked, i. e., that the Patent Office is largely an underpaid school for patent practitioners.

HERE'S AN INDIAN WITH A BELT

Radical Departure in the Construction of This Famous Machine—But not as Startling as It Looks.

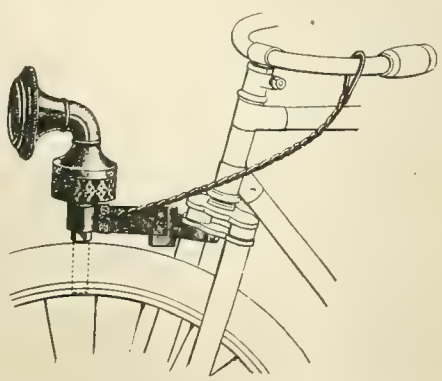
Under other circumstances the motor bicycle shown in the accompanying illustration would create world wide amazement. It is an Indian, driven by a belt, which actually was made by the Hendee Mfg. Co., in their factory, at Springfield, Mass. But this bicycle does not herald a departure from the chain drive on the part of the Indian makers, as might be surmised. It is the first and only belt driven Indian ever built, and



was constructed especially for Jake De Rosier, The belt feature has been introduced solely because of De Rosier's intended use of the machine for pace making purposes. The motor is an Indian motor, of the regular 60.32 cubic inches piston displacement and the entire bicycle weighs about 165 pounds.

Siren Horn for the Motorcycle.

To the large assortment of motorcycle sundries which they carry, F. A. Baker & Co., of New York, have added an imported accessory—a siren horn from France; de-



signed solely for motorcycle use. As shown in the illustration this horn is attached to the upper part of the front fork by means of a bracket and stiff spring; this latter serving to hold the horn free from the front wheel until, when it is desired to give the signal, a slight pull on the cord alters the normal position of the horn to the extent of drawing it a little to the left, in which position the horn mechanism is started in motion owing to a roller being brought in contact with the wheel of the bicycle. The revolution of the roller is responsible for and the cause of the revolution of a perforated disc contained in the base of the horn, and it is the movement of the disc which causes the sound. A firm contact of the roller with the bicycle wheel when the latter is moving rapidly, will cause the production of a high piercing note, which diminishes as the contact decreases or as the speed of the wheel is lessened. By altering the pull on the cord, the speed of the disc may be varied to modulate the sound as desired.

Dry Location Necessary for Battery.

A point which makers ought to bear in mind in laying out the accessories of the motorcycle is the importance of locating and arranging the battery case in such a way that water will be excluded from it. Not simply is it very annoying to have the terminals short circuited when riding in the rain, but the difficulty is often as insidious as it is annoying. Even a small amount of moisture getting into the case, may soak into the pasteboard covering of the cells, thus grounding them, but taking so long a time to do it that the original cause of the difficulty is so far past as to leave no suspicion of its probable consequences in the mind of the rider, who is apt to be thoroughly puzzled as a result.

Protection of Tire Casings.

It pays to go over tire casings frequently, picking out any bits of gravel or metal which may have become embedded in the surface. The small cuts which they leave should be sealed at once with good strong cement. This precaution ensures the detection of any tendency to peeling or blistering of the rubber.

HOW LUBRICANTS ARE TESTED

Simple Apparatus for Determining Their Quality—One Test the Owner can Make for Himself.

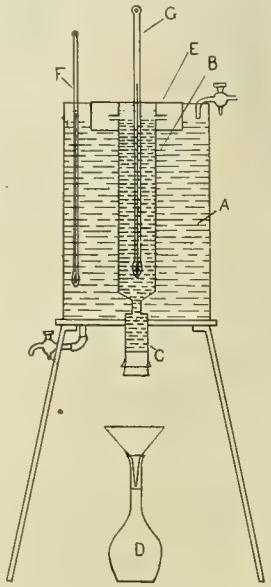
Probably the average motorcyclist is more interested in knowing how well a certain brand of lubricating oil is likely to work in his motor than he is in learning its chemical composition or what steps are involved in its manufacture. Indeed, the chemistry of lubricants is commonly considered to be so extremely technical and involved in every respect that it is somewhat surprising to learn that the processes applied in oil testing are, as a rule, comparatively simple and easy to understand. Furthermore, a casual summary of these methods of test reveals something of the amount of care which must be observed in the production of an oil possessing just those qualities which are required for it. At least one of these tests is easy to apply and useful for the rider to put into practice on his own account when trying a new and unknown oil.

Without enumerating in detail the "specifications" which are required in a perfectly suitable gas engine oil, it is sufficient to indicate that four different properties must be taken into account, though these may be divided into a greater number when more intimately examined. For general purposes, however, those qualities which are of the greatest significance in an oil for use in the internal combustion motor are: the body, or practically speaking, the resistance which it offers to being squeezed out from between the bearing and its journal; its density or specific gravity; its resistance to the effect of heat in thinning, or changing its body, gumming, vaporizing and carbonizing, and the temperatures at which these effects may be supposed to take place; and its corrosive action on metal with which it may be in contact.

The technical equivalent for the quality noted as body, is viscosity. What is known as viscosity of an oil is merely an arbitrary statement of its degree of fluidity. Actually, it is the number of seconds required for a known quantity of the oil to flow through an orifice of a certain diameter, when the oil is maintained at a stated temperature. Because viscosity varies at different temperatures, and because some oils thin out more rapidly than others when subjected to heat, viscosity alone cannot be taken as the true measure of value in the lubricant. In conjunction with other tests, however, it is considered of great importance.

A standard type of viscosimeter is shown in Fig. 1, which is of extremely simple pattern. The outer container, A, serves as a water bath, in which is mounted a cylindrical tube or pipette, B, the lower end of which is closed by a cork, C, while the upper portion is passed through the base of a small overflow font, E. Beneath the device is a flask or graduate glass of known capacity, into which the oil is allowed to flow. Means for supplying water of any required temperature, and a couple of thermometers, complete the apparatus.

When making a test, oil is put into the pipette until it overflows into the font at the top. Warm water is then supplied to the bath by means of the tap above, while the bottom tap is opened sufficiently to regulate the water level properly and yet provide a constant circulation. The temperature of the bath is brought up to 70 degrees Fahr., as noted by the thermometer,



F, and is held there until thermometer, C, also registers 70 degrees, indicating that both oil and water are at exactly the same temperature. At this point a syringe is inserted in the overflow font, E, and sufficient oil removed to bring the level down to the top of the overflow in the pipette. This ensures the presence of an exact quantity of oil in the pipette at that temperature, and the withdrawal of a certain amount when the proper temperature is reached, is made necessary by a very slight increase in volume of the oil while heating.

When all is ready, the operator grasps a stop watch in one hand, and with the other removes the stopper, C. The oil is permitted to run down into the flask at the bottom until the level in the pipette comes to a mark near the bottom, when the stopper is quickly replaced and the time taken at the same instant. In the ordinary form of viscosimeter, 60 cubic centimeters are permitted to flow in this way, leaving 8 of the original 68 cubic centimeters in the glass. It is necessary to leave a small amount of oil in the pipette in order to prevent the flow from being retarded by sticking to the sides, this effect being different with oils of different bodies. The number of seconds required for the 60 cubic centimeters to flow under the conditions named, is called the viscosity of the oil.

As the rate of flow through the lower orifice must vary with the amount of oil in the pipette, a somewhat more complicated apparatus sometimes is employed for making very accurate determinations. By a special and rather ingenious arrangement it is so contrived that during the entire time the specified quantity of oil is flowing a constant level or "head" is maintained over the orifice, thus producing a perfectly uniform rate of flow. For ordinary purposes, however, this type of viscosimeter is not employed.

Closely allied to the viscosity is the density of the oil, which is obtained by the use of a hydrometer similar to those sometimes employed in testing the specific gravity of gasolene. The readings of specific gravity and viscosity are the most significant tests made upon the oil. Together, they closely define its properties to the oil expert.

The effects of heat are obtained by several tests which give the "flash point" or temperature at which the oil vapor will be ignited by an open flame held a half inch above its surface; the fire test, denoting the temperature at which the oil itself takes fire; and the tendency to gum, by a test in which several streams of oils of different sorts are permitted to flow over an inclined plate heated to a stated temperature. The difference in time taken by the various samples when started at the same instant, measures the thickening or drying effect of the heat, coupled with the effect of the air.

The effect of the oil upon metal by corroding it is shown in various ways, but perhaps most effectually by a test which is within the reach of any one who has the curiosity to try it. It is merely necessary to warp a few coarse threads taken from cotton waste, about a piece of brightly polished steel, saturating the cotton thoroughly with the oil to be tested, and then to place the sample in the sunlight in a fairly warm place. If the oil contains acids, it will tend to etch into the steel. In bad cases the effect will be noticeable within a few hours. Suitable oil or grease will show not the slightest dulling effect on the polish even after several weeks or even months of such exposure.

This test is quite an important one, because an oil containing acids will soon roughen the journals it is intended to lubricate, and will have an even worse effect upon the cylinder, under the action of the high heat. On this account it is well for the rider who is about to try a new and unknown brand of oil to make this test for himself, since it is costless, and requires no time or special apparatus. If no etching effect is shown, he may be sure that the oil is not injurious to the bearings, however, well or ill it may behave in the cylinder, in respect to its lubricating and carbonizing properties. If it dulls the surface on which it is tried, within a reasonable length of time, it is not suitable for any purpose, regardless of its appearance in other respects.

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5th—Thousands have ridden it in the past and have been satisfied, and we are sure you can be also by riding the PIERCE "TRIED AND TRUE."

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AGENTS WANTED ALL OVER THE WORLD

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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NEW YORK, JUNE 27, 1908.

The F. A. M. Meet and Its Meaning.

"When friends meet, hearts warm" is the cordial sentiment which opens the official program of the F. A. M. meet, and which is quite pertinent to the occasion. For, truly, the program as outlined, is one that should warm hearts and cement friendships. It reflects the fraternal spirit of which the organization itself is the embodiment. It forecasts a round of merry-making in which it were well worth the effort to share and which should put dull care to rout. But in its final note, the program strikes the serious note in this chord:

"Lest Ye Forget! All that has been done for motorcycling in America, has been done by the Federation of American Motorcyclists. The motorcyclists of America owe it a debt that all possessed of the proper spirit should be glad to partly repay by enrolling themselves in its ranks. Its interests are their interests, and it is working for them all the while."

It would seem that few men interested in motorcycling should require the urging. The annual meet which occurs next week should serve to call the truth to too many memories that should not require the jogging. We know of no organization which has so well answered the What-do-I-get-for-my-money question, both in tangible form and in the savings of money and personal inconveniences delivered in the form of services rendered, which so very many motorcyclists enjoy without having shouldered any part of the burden. Without the F. A. M. the motorcycle movement would have been rather a poor, weak, purposeless sort of a movement.

Universal Benefit of Good Roads.

One of the huge inconsistencies of human nature is that it tends to give the smallest amount of credit and attention to those things which are most familiar and most needful. It is so with the air we breath, it is so with the water we drink, with the materials most commonly employed in the arts, and in every byway of life. So perhaps it is not to be wondered at that the ground we walk and ride upon most frequently—the public highway, comes in for only a very modest share of attention except when it happens to be an offender through dust or mud or roughness, which force themselves upon the attention.

So, the good roads movement, like the fresh air movement, and every other propaganda which has to do with the reformation of conditions which are intimately known, progresses slowly and only at the repeated and urgent solicitation of the few who are alive to its real importance. The spirit of common welfare and interest that should be concentrated on the good roads movement is lacking, and the good roads cause is regarded a dull and lack-interest cause in many quarters, merely because the lofty purpose and grand usefulness of its object is not appreciated.

All the instruments of communication and transportation, and so the very elements of living, except such as may be culled directly from the ground and the air, are dependent on the common highway. No man can leave his home without using the highway. His food, his fuel, his books and his friends must come to him over it. If the railway, the steamship, the telephone, or the bicycle are employed, they are in some measure dependent indirectly if not directly upon it. The good roads cause thus is about the commonest cause it is possible to name, and one of the most important.

The principle involved is self-suggestive when a definition—almost a eulogy of the good road voiced by Hon. John Bankhead, of Alabama, before the United States Senate at its last session, is considered. He said:

"Good roads are avenues of progress, the best proof of intelligence; they aid the social and religious advancement of the people; they increase the value of products; they save time, labor, and money; they are the initial sources of commerce, which swell in great streams, and flow everywhere, distributing the products of our fields, forests, and factories. The highways are the common property of the country, their benefits are shared by all, and they are needed by all; they benefit all, and all should contribute to them."

Keeping One Eye on the Road.

However great may be the temptation, the motorcyclist never should so far forget his position as to become oblivious to that part of the highway which lies directly in his path. This principle, handed down from the days of the pedal-propelled bicycle, gains in strength with the speed and power of the motorcycle, as with the increase in the amount of traffic on the road.

True, there are times, often enough, when the motor is behaving badly, or even more frequently when some trifling adjustment is to be made when it seems absolutely necessary to look away from the direction of travel if only for an instant. Especially when running along good roads which are clear and free from other traffic is the temptation strong to inspect the machine. But therein lies the danger of failing to observe some element of sudden peril.

A rider, stooping over to adjust his carburetter while riding along an open Connecticut thoroughfare recently, failed to observe a slow moving wagon proceeding in his own direction. This was natural, because it was dark and the road was shaded, but more particularly because for the moment his attention was distracted from the road. The resulting accident, which was both painful and destructive, like many another of its class, was attributable solely to the rider. His momentary absent-mindedness caused the injuries which might have been avoided by attention to the main occupation of guiding the machine and observing its course.

Control devices are now so arranged that the rider need not take his eyes from the road; motors are sufficiently reliable so that ordinarily they need not be tinkered while being ridden. When it becomes necessary to do so, there always is the stand, and it should be borne in mind that it was put there for a distinct and useful purpose.

NEW YORK-CHICAGO FOUR ENTRIES

Seventeen Enter for the Motorcycling Journey from the Atlantic to the Lakes—Contests en Route.

Chicago, June 26.—Up to noon to-day, when the entry list formally closed, there were 17 entries for the F. A. M. Western District's New York-Chicago touring contest in the hands of Chairman Alofsin, and three other nominations, made by telegraph, were in prospect.

Of the 17, 12 represent teams of three men each, nominated by four manufacturers, and three constitute a team named by the Springfield (Mass.) Motorcycle Club, all of which teams are eligible to compete for the Examiner cup. The team nominated by wire, the pensonnel of which is not yet known, also will compete for that trophy. Two individual entries, G. W. Lyon (Torpedo), and Joseph De Salvo (Armac), complete the list; both of these men also are engaged in the motorcycle trade.

The make-up of the several teams is as follows:

Excelsior—J. S. Woodworth, N. C. Trumphor, Arthur Lyon.

Thor—C. S. Minckley, Fred Huyck, William Du Sell.

Light—George W. Sherman, Harry Lake, W. A. Suddard.

Merkel—Edward Buffum, W. P. White, J. A. Turner.

Springfield Motorcycle Club—Stanley T. Kellogg, George N. Holden, and Bert S. Barrows, all of whom will ride Indians.

Reading Standard—Nominated by wire, but riders not yet designated.

Of all the entrants, Kellogg is the only one who designates a "twin" as his mount; all the others will ride "singles."

The New York-Chicago touring contest will be started from New York at 7 o'clock a. m., Monday, July 6th. It will be the longest and most ambitious organized motorcycle contest which yet has been undertaken; the magnitude of its success largely will be determined by the weather. Many miles of the thousand and odd miles are dirt road and rain will play havoc with them. To discount such conditions as far as possible, the referee—or tourmaster, as he is titled—will not name each day's mileage or destination until just before the start each morning. The schedule will be worked out on a 15 miles per hour basis and for each minute over five miutes at the night control, a penalty of ½ point will be imposed.

Incidental to the contest, a hill climbing test and an economy run will be conducted. In the former the penalties will be: 10 points for multi-cylinder machines and 5 points for single-cylinder machines, for failure to complete the climb; 7 and 2 points respectively, for pedalling.

In the economy run, the competitors will be supplied with one gallon of gasolene, with which quantity the riders of single cylinders must cover 80 miles, and the riders of multi-cylinder machines, 60 miles. Failure, will incur a penalty of 5 points.

Chairman Alofsin, who is secretary of the F. A. M. Western District, and who will act as tourmaster of the contest, will arrive in New York on Monday. He has appointed the Empire Hotel the official headquarters for the tour.

Newark to Inaugurate Its Night Races.

Racing at night under the glare of powerful arc lights is to be inaugurated at the Newark velodrome next month, to run for the balance of the summer season, and during that time the Sunday afternoon meets will be abandoned.

The first of these meets will be held on Sunday night, July 12th, and they will be continued un Sunday nights during July and August. It simply means the changing of the time of holding the races from afternoon to evening, the idea of the scheme being to get away from the hot weather of the summer. Another thing that should increase the attendance is the fact that at nights there will be no conflicting ball games.

Night racing has been popular in other places and with the improved scheme of lighting the Newark Velodrome it is expected to meet the approval of the local followers of the sport. At Boston, Salt Lake City and Ogden, where there is racing all the time, all the meets are held at night, as in Australia and some tracks in Europe.

The plan for lighting the local track calls for the installation of eight arc lights of 16,000 candle power each, to be located at different points of the field inside the track. The lights are of a new make and are 35 times the power of the ordinary street arc lights, which are of 450 candle power. It is expected to be a much easier task to light the avol than was the case three seasons ago when night racing was held there, because the track is much smaller and the arena field has a much smaller area.

"Speediron" is the original and not half-bad designation which one of the better known foreign manufacturers has applied to one of his bicycles—the road racing model.

[Advertisements of racemeets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

If you seek a "fine, large time,"
ARRANGE YOUR VACATION
so that it will include the
F. A. M. ANNUAL MEET,
NEW YORK, JULY 1, 2, 3, and 4, 1908.
Fun and frolic will be the watchwords, but there will be competitions enough to satisfy the sportively-inclined, and souvenirs enough to inspire pleasant memories long after the meet has passed.
For information, address F. W. Horenburger, 2009 Tribune Bldg., New York.

COMING EVENTS

June 26-27, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet.

June 28, Valley Stream, N. Y.—New York State Division, Century Road Club of America's 50 miles handicap road race; open.

June 29-30, New York City—Federation of American Motorcyclists' annual endurance contest.

June 30, Wilkes-Barre, Pa.—Wilkes-Barre Motorcycle Club's race meet.

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 2-4, Manasquan, N. J.—Manasquan Park Speedway Association's 48 hours amateur team race; open.

July 4, Riverside, Cal.—Riverside Motorcycle Club's race meet.

July 4-5, San Francisco, Cal.—Race meet at Tanforan track.

July 4, San Diego, Cal.—San Diego Motorcycle Club's race meet at Lakeside track.

July 4, Newark, N. J.—Holiday meet at Newark velodrome.

July 4, Newburgh, N. Y.—Bathgate Motorcycle Club's race meet on Bathgate oval.

July 4, Baltimore, Md.—Crescent Bicycle Club's race meet at Clifton Park.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race, open; track meet at Elliott's park.

July 4, Buffalo, N. Y.—Buffalo Athletic Association's bicycle - motorcycle - athletic meet at Kenilworth Park.

July 4, Los Angeles—Opening meet on eight lap saucer track at Seals Garden park.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Boston, Mass.—Holiday meet at Revere Beach saucer.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

July 4, Tampa, Fla.—One mile State championship and 10 miles handicap road race; open.

July 4, Paterson, N. J.—Federation of American Motorcyclists' annual championship race meet at Paterson Stadium.

July 5, St. Louis, Mo.—Southwestern Racing Association's postponed bicycle and motorcycle hill climbing contests on Kimmswick hill.

July 5, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

July 6, New York City—Start of F. A. M. Western District's touring contest.



Record Breaking Entry for Endurance Contest

If Rip Van Winkle had postponed his awakening until Monday morning next, 29th inst., he would have had need to give his eyes an extra rub. For very early that day, 6 o'clock, to be exact, there will be seen in the domain in which he so long slumbered, a sight such as he never dreamed of—the sight of 65 men on motor bicycles traversing the ups and downs of the lore-laden Catskill mountains. For that is the number of nominations that has been made for the annual endurance and reliability contest—the seventh of the sort—of the Federation of American Motorcyclists, which on the 29th will penetrate the Catskill range and by a circuitous route of 174½ miles, bring the starters to New York City; the following day, the route will describe an 180 mile circuit of Long Island, starting and finishing in Brooklyn.

The entry list is a record breaker. The number of entries booked, 65, exceeds last year's total by five, and represents the largest field that ever has presented itself for a contest of the sort.

Of the 65 entrants, 21 are included in Class A, which is restricted to private owners; the remainder constitute Class B, which is made up of amateurs engaged in the trade. Ten different States are represented—Kentucky and Michigan for the first time. The 65 men will employ 17 different brands of motorcycle. Of the machines, 48 are single cylinders and but 17 are multicylinders, which latter, in view of the increased popularity of "twins" this season, is an inexplicably disappointing showing. Of the 60 entrants in the 1907 contest, 46 rode singles and 14 "multis." Thirty-two of the 65 motorcycles booked to start on Monday next employ chain transmission, 27 have belts, 3 have chain belts, and 3 bevel gears. At least three are known to be equipped with two-speed gears—Chapple's and Voelkers' N. S. U.'s, and Rudd's Erie.

While a considerable number of the entrants have participated in one or more national endurance contests to their credit, several of them are old campaigners. George N. Holden is the veteran of the lot. He has endured six contests. Bert S. Barrows, his business partner, who won the diamond medal in the single cylinder class last year, has competed four times. Fred A. Baker

ENTRANTS FOR THE ENDURANCE CONTEST AND THEIR MOUNTS.

No.	Entrant.	Mount.	H. P.
1	J. F. McLaughlin, New York	N. S. U.	6
*2	A. G. Chapple, New York City	N. S. U.	6
3	J. A. Schleicher, Mt. Vernon, N. Y.	N. S. U.	5½
4	Fred Voelker, New York	N. S. U.	3¾
5	A. D. Cook, Hammondsport, N. Y.	Curtiss	6
6	B. A. Swenson, Providence, R. I.	Indian	3½
7	F. A. Baker, New York	Indian	3½
*8	T. K. Hastings, New York	Indian	5
9	Stanley T. Kellogg, Springfield, Mass.	Indian	5
10	Wm. H. Wray, Jr., New York	Simplex	3½
11	W. E. Damoth, Hammondsport, N. Y.	Curtiss	3
*12	Russell Smith, Scarsdale, N. Y.	Indian	3½
13	Frank M. Dampman, New York	N. S. U.	1¼
*14	F. E. Wilkinson, Providence, R. I.	Indian	3½
15	E. M. Hughes, Louisville, Ky.	Indian	5
*16	A. J. Ogden, Ashland, Ky.	Indian	5
17	Joseph F. Merkel, Milwaukee, Wis.	Merkel	7
18	Edward Buffum, Milwaukee, Wis.	Merkel	4
*19	J. A. Turner, Chicago, Ill.	Merkel	3
20	W. Harris Latham, Boston, Mass.	Merkel	3
21	Wm. A. Suddard, Providence, R. I.	Light	3
22	Henry Jarmie, New Haven, Conn.	Light	3
23	C. P. Rudd, Hammondsport, N. Y.	Erie	3
24	H. Lake, Pottstown, Pa.	Light	3
25	Earle L. Ovington, New York	F. N.	5
*26	Wm. H. Robinson, Elmhurst, N. Y.	F. N.	4½
27	Wm. F. Mann, Yonkers, N. Y.	F. N.	4½
28	John N. Constant, Brooklyn, N. Y.	R-S	3
*29	A. Carlton, Alpena, Mich.	Curtiss	6
30	A. J. Sicard, Hackensack, N. J.	Thor	3
*31	Percy Drummond, Newark, N. J.	Indian	4
*32	Howard E. Hill, Newark, N. J.	R-S	6
33	H. T. Roberts, New York	Harley-Davidson	3½
34	F. W. Thomas, New York	Harley-Davidson	3½
35	Walter Davidson, Milwaukee, Wis.	Harley-Davidson	3½
36	Geo. H. Ruck, New York	Minerva	7
37	Wm. C. Chadeayne, Buffalo, N. Y.	Auto-Bi	3
*38	S. B. Pritchard, Buffalo, N. Y.	Auto-Bi	3
*39	G. C. Cameron, Buffalo, N. Y.	Auto-Bi	3
*40	E. T. Banes, Philadelphia, Pa.	R-S	3
41	Bert S. Barrows, Springfield, Mass.	Indian	3½
42	Geo. N. Holden, Springfield, Mass.	Indian	5
*43	W. A. Kothe, Springfield, Mass.	Indian	3½
*44	Francis M. Yewdell, New York	Bradley	3½
*45	Louis Steinhauser, Philadelphia, Pa.	Bradley	3½
46	Shelton Sturges, Shelton, Conn.	Indian	2¼
*47	George M. Wilson, Shelton, Conn.	Indian	5
48	John Benders, Philadelphia, Pa.	Harley-Davidson	3½
49	Alexander Klein, Philadelphia, Pa.	Harley-Davidson	3½
50	Archie L. Wemple, Owego, N. Y.	Reliance	3
*51	P. G. Darwin, Owego, N. Y.	Reliance	3
52	R. B. Lawson, Springfield, Mass.	R-S	3
53	Geo. A. Tuckey, Springfield, Mass.	R-S	3
54	J. S. Seidell, Springfield, Mass.	R-S	3
55	Joseph H. Root, Springfield, Mass.	R-S	3
56	Geo. V. Lyons, New York	Wagner	3
57	Chas. Ruck, New York	Indian	2¼
58	J. S. Woodworth, Chicago, Ill.	Excelsior	3¼
59	A. G. Lyon, Chicago, Ill.	Excelsior	3¼
*60	N. C. Trumphor, Chicago, Ill.	Excelsior	3¼
61	Fred Huyck, Chicago, Ill.	Thor	3
*62	R. W. Du Sell, Aurora, Ill.	Thor	3
63	Geo. Mack, Reading, Pa.	R-S	3
64	Wm. Bewley, Reading, Pa.	R-S	3
*65	J. P. Thornley, New York	Indian	3½

* Private owners, constituting Class A.

has lived through five contests, and J. F. McLaughlin has started four times and been a victim of hard luck on three of them. F. M. Dampman has participated in at least three contests, and on this occasion will be followed with special interest. He is riding a light weight (85 pounds) N. S. U. of but 1¼ horsepower.

The route of the pending contest is both diversified and picturesque. Few levels will be found on the first day. From Catskill, where the start will be made at 6 a. m., on Monday, the road goes very much up in the air, and much of it is ordinary country road, which in dry weather is deep with dust and after a rainfall deep with mud. From Catskill to East Windham, the climb is almost unbroken; the ascent of Henderson Mountain, where the first hill climbing test will occur, is gradual and easy until near the top where the rise is so abrupt and describes such a turn that the road is sure to be strewn with figurate points lost by the contestants. After leaving Saugerties, the road, save for a short vile stretch between Suffern and Nyack, is good, but still billowy. The Hudson river will be crossed at Nyack, where an arbitrary allowance of one hour will be made for ferriage.

The first half of the second day's route, the south shore of Long Island, is practically level. The north shore, over which the return to Brooklyn will be made, is far more undulating. There are a few fairly stiff "rises," and on the stiffest one, Manhassett Hill, near Roslyn, the second hill climbing test will be held. Most of the road is good, but one of the few bad stretches, between East Quogue and Riverhead, proved so bad that the island will be crossed at Good Ground, three miles beyond East Quogue.

In addition to the tests there will occur each day, and at points unknown to the contestants, emergency braking tests. The competitors will be flagged suddenly and must come to a stop without dismounting within a given distance or suffer the penalty provided—a loss of 5 points. In the hill climbs, the penalties outlined are: For single cylinders: 25 points for failure to make the ascents without dismounting, or 10 points for pedalling; for multicylinders, 50 points for a failure or 25 points for pedaling.

The other penalties provided are: 1 point for each minute late at controls, or 2 points for each minute in advance of the 15 miles an hour schedule, five minutes leeway being allowed for variations of watches. Thirty minutes in advance of schedule entails disqualification, which also is invited by coming within sight of controls and waiting for time to expire. The intial basis of credit is 1,000 points, from which all penalties imposed are deducted in arriving at the final scores. Repairs and replacements must be made en route. Over night the machines will be stored under guard.

The men will be dispatched in batches of four at one minute intervals, the schedule of the first four, which regulates the schedules of the others, being as follows:

First Day.

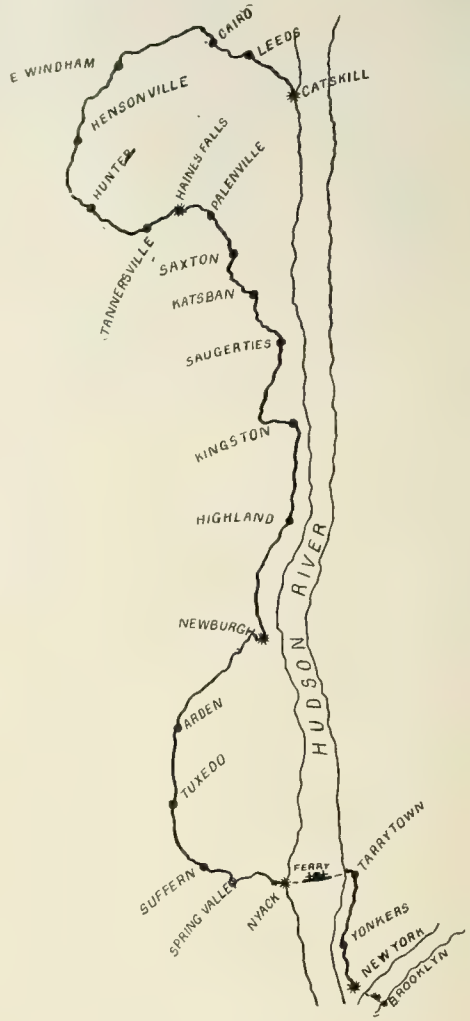
Catskill (start) .....Leave 6 a. m.
Haines Falls (Control).....Due 8:36
Kingston (check).
Newburgh (Control) .....Due 12.52
Nyack (Control and ferry).....Due 4.10
Tarrytown (Check)
New York (Control).....Due 6.32
(Thence to Brooklyn under escort for overnight stop and storage.

Second Day.

Brooklyn (start) .....Leave 6 a. m.
Babylon (Check).
Patchogue (Control).....Due 9.50
Good Ground (Check).
Riverhead (Control) .....Due 12.21
Roslyn (Control) .....Due 4.27
Flushing (Check).
Brooklyn (Control) .....Due 6.08

Arrival times will be inserted in the score sheets at controls only, but a memorandum record will be kept at the checking points also, as in the event of a tie regularity of pace will earn an extra credit of 5 points.

A diamond medal will be the chief award in each class, A, private owners, and B, riders engaged in the trade. In addition, two gold medals will be given for the best scores in subdivision 1A, owners using singles, and one in 2A, owners using multicylinders. In the corresponding subdivisions of Class B, the awards will be: five gold medals in 1B, singles, and one medal in 2B, "multis."



MAP OF ROUTE FOR FIRST DAY'S RUN



MAP OF ROUTE FOR SECOND DAY'S RUN

How One Cyclist Saw Brussels.

Charles J. Amman, of Meadville, Pa., who according to stories, is touring the world on a bicycle, had an experience in Brussels, Belgium, which must have reminded him of certain parts of Broadway and the Bowery, New York. He was accosted on the street by two strangers who seemed pleased with his personality. The new acquaintances had several drinks together, and then entered a cab and started on a sight seeing expedition. Amman regained consciousness 72 hours later. He had lost $170, a ring with the initials of his bicycle club set in diamonds, and he had signed checks for about $1,000 on a Brussels bank. The experience has several features of useful suggestion.

"Best Use" Competition for British Cyclists.

Riders of a well known British bicycle are given an opportunity of securing a brand new machine free of cost at the end of the year by entering a competition which has been instituted by its makers to determine the lady and gentleman who have made "the best use" of their machines during 1908. By "best use" is meant, according to the terms of the contest, not alone the mileage accomplished, but also the relative freedom from punctures and roadside troubles generally, as well as the pleasure derived from bicycling.

National Championships Program Changed.

There has been a change made in the plans for the opening of the national circuit championships for professionals. The first one will be run in Madison Square Garden Monday night, instead of at Asbury Park on the Fourth of July afternoon. It will be the half mile. The change does not affect the Asbury Park program, as the championship to be decided there next Saturday will be at one-third mile.



The Joyful "Doings" Outlined for the F. A. M. Meet

With all arrangements completed and with a program of entertainment of which there never was even a near counterpart since the first motorcyclist flocked with the second one, the F. A. M. 1908 Meet Club of New York, simply is "marking time" while awaiting the arrival of the visitors whose stay in New York during the four days, July 1 to 4, should be memorable.

The Meet Club, which was organized and incorporated solely to promote and conduct this, the sixth annual meet of the Federation of American Motorcyclists, and it will go out of existence as soon as it has fulfilled its purposes and paid the bills. The fund that has been raised entirely by voluntary subscription, has reached a handsome sum, and as the club has no use for profit, it has laid out to spend practically every cent that is in hand and in prospect. The Meet Club is composed wholly of F. A. M. members residing in New York City and is headed by the president of the national organization, while Secretary Wehman and Chairman Douglas, of the competition committee, both have served as chiefs of working committees. In addition, the formation of the club has served to bring a number of other capable and energetic members to the fore, and to place them in the ranks of active workers. E. L. Ovington, R. S. Morton, F. W. Horenburger, M. E. Toepel, F. A. Baker, Eugene Kicherer, Harold Fletcher and J. I. Brandenburg, in particular, have contributed not only money, but much time and energy to the cause. David Dessau, treasurer of the club, also was doing a man's part, but ill health has required that he spend some time in the mountains and he will not be able even to participate in the festivities of the meet.

The officers of the club and the committees which have had the actual work of preparation in charge are as follows:

R. G. Betts, president; L. H. Gutterman, vice-president; David Dessau, treasurer; F. W. Horenberger, secretary.

Executive committee—R. G. Betts, L. H. Gutterman, Harold Fletcher, F. W. Horenburger, David Dessau, J. F. McLaughlin, E. L. Ovington, R. S. Morton, F. A. Baker, Roland Douglas, H. J. Wehman.

Committee on ways and means—E. L. Ovington, chairman; J. I. Brandenburg, F. A. Baker, F. B. Widmayer, Harold Fletcher, David Dessau, Eugene Kicherer.

Committee on entertainment—R. S. Morton, chairman; M. E. Toepel, George A. Forman, H. A. Gliesman, A. O. Vierck, F. E. Dalton, G. V. Allen.

Committee on contests—Roland Douglas, chairman; R. H. Nickerson, M. E. Sullivan, F. M. Manning, A. G. Chapple, G. N. Hookey, J. E. Black, Jr.

Committee on Publications—H. J. Wehman, chairman; Geo. V. Lyons, A. H. Bartsch, C. L. Mosher, A. D. Brown, F. M. Dampman.

All members of the club will be distinguished by small purple bows worn on the coat lapel.

The headquarters of the club will be established in Hotel Empire, Sixty-third street and Broadway, on the evening of June 30, where a special rate has been obtained for F. A. M. members and where the official register will be kept and the souvenir badges, a winged motor, gold plated, will be distributed.

The first day of the meet, July 1st, will be devoted chiefly to sightseeing runs and it is to be said that any stranger who desires to see a great deal of New York in a short space of time never will be able to find a more attractive itinerary. Big automobile coaches have been engaged for a tour of the congested business districts, where the sky-scraping office buildings uprear themselves, and after dark, an excursion by train to Coney Island, is in store. Between times, the runs on motorcycles will visit most of those points of interest in outlying parts of the city.

On the second day—and night—July 2, joy will reign unconfined. On that day Fun will be spelled with a very large capital F, and will wax fast and furious. New York being so large that for many reasons it is only the unusual that is seen or heard within its confines, the scene of the meet the second day will be shifted to the pretty little town of Roslyn, L. I., about 15 miles distant, the key to which practically will be turned over to the F. A. M. for about 24 hours. It is there that the tilting tournament will occur, during the afternoon, and there also that the Bing-bang smokefest will occupy the best part of the night. Much mystery purposely has been thrown around both of those functions. It has been planned that there shall be a succession of surprises—and some of the ladies who participate in the tilting tournament will be as greatly surprised as the men who are admitted to the smokefest, in fact, the men who attend the latter will receive an individual surprise even before they are admitted to the hall. The "doings" at Roslyn should be worth going a long way to see and should be remembered for a long while afterward.

The following morning, the 50 miles economy test will be started from Roslyn, where it will finish also, and in the afternoon the annual photograph will be taken, and the "big feed" disposed of in the grove on the shores of Hempstead Harbor, a short sprint from Roslyn. In the evening the annual election and business meeting of the F. A. M. will be held in Terrace Garden Assembly Room in New York City.

On July 4th will occur the championship race meet on the new Paterson (N. J.) Stadium track, which event will terminate the official festivities. Transportation to Paterson and admission to the track will be furnished by the Meet Club to all F. A. M. members.

The details of the meet, as breezily outlined by the souvenir program—a beautiful creation in blue and gold stamped out to represent the F. A. M. emblem—are as follows:

First Day, July 1.

Register at F. A. M. Headquarters and receive the Souvenir Badge.
8 a. m.—Runs to Grant's Tomb, Lafayette Boulevard and Fort George Hill.
12 m.—Sightseeing tour in "rubberneck" coaches; for out-of-town visitors only.
2 p. m.—Run around Central Park.

4 p. m.—Run to Hall of Fame and Van Cortlandt Park.

8 p. m.—Seeing Coney Island by gaslight, which chiefly is electric light, F. A. M. excursion on "electric motors."

(And here endeth the First Day; but there are other days which have not been touched.)

Second Day, July 2.

8 a. m.—Bath run (not compulsory) to Coney Island, via Prospect Park and famous Coney Island Cycle Paths; or bath and exhibition of life-saving and fancy swimming by Prof. Dalton at Hall's Baths.

6 p. m.—Arrival of and welcome to O. P. N. Muflerphiend.

7 p. m.—(about)—Speeding the parting of that peculiar guest, Timothy L. Coate.

8 p. m.—Muster for the Bing-Bang Smokefest and High Old Time.

(No admission without F. A. M. Card and Showing of Thumbs, and all Feet Must be Wiped on the mat at the Door.)

"Laugh and the world laughs with you:
Weep, and we'll furnish the sponge—"
Smile, dammit, smile!

At the Smokefest.

The following numbers will be rendered:

I. ! ! * * ! * * ! ! Oh!
(Gurgle!)
II. ! ! ! ! ! * * * * Ah!
(Gurgle-gurgle!)
III. ! ! ! * * * * * ! Ooo!
(More gurgles!)
IV. ! ! ! * * * * * ! Whew!
(Still more gurgles!)
V. ! ! ! ! ! ! ! ! ! Wow!
(Cracked ice!)

A special twenty-page program giving the name and number of every entrant and containing the full score of the opera will be furnished to all who attend.

During intermissions—and not during them—the original pipes of peace, loaded with the famous Culebra Cut tobacco—imported for the occasion—will be passed around; also Federation cigars grown on the F. A. M. cigar farm at Squantum, L. I. A coupon of pleasure will be given with every puff. The gasolene supplied for the purposes of liquidation will be 76 degrees test and of the brand

"Which gurgles and flows
And tickles the nose
And makes life seem all color de rose."

(There will be no end to the Second Day; the Second Day will merge into the third without it.)

Third Day.

After Daybreak.

(Still at Roslyn.)

7.30 a. m.—Start of 50 miles economy contest, (Five laps; start and finish at Roslyn.)

1 p. m.—Run to Hempstead Harbor.

1.15 p. m.—Annual photograph at Hempstead Harbor.

1.17 p. m.—Individual palate tickling contest in the grove at Huntington Harbor. When you see what you like, dip it up for yourself, steaming hot. And don't fail to partake of the crocodile fricasse; it's great.

4 p. m.—Return to headquarters in "Little Old New York."

7.30 p. m.—Annual election and business meeting of the F. A. M. in Terrace Garden Assembly Rooms, Lexington avenue and Fifty-eighth street. By his presence let every member show his interest in the serious work of the organization.

Fourth Day, July 4.

11 a. m.—Excursion by rail to Paterson, N. J.

Railroad tickets distributed at Headquartres.

(The New Jersey roads are good, but the State exacts a $2 "admission fee" and requires all motorcyclists to be "labeled" and to carry "passports" (licenses); hence the use of rails.)

2 p. m.—F. A. M. National Championship race meet at Paterson Stadium.



OFFICERS AND EXECUTIVE COMMITTEEMEN OF THE F. A. M. 1908 MEET CLUB.

1. R. G. BETTS, President; 2. DAVID DESSAU, Treasurer; 3. F. W. HORENBURGER, Secretary; 4 E. L. OVINGTON; 5. R. S. MORTON; 6 ROLAND DOUGLAS; 7. H. J. WEHMAN; 8. F. A. BAKER; 9. L. H. GUTERMAN; 10. HAROLD FLETCHER; 11. J. F. McLAUGHLIN

1 p. m.—Runs from Headquarters and Coney Island to Roslyn.

At Roslyn.

Headquarters: Mansion House.

(Where Marguerite is not the only handsome waitress.)

Don't forget the name — R-O-S-L-Y-N. There'll be "doings" there—large "doings." "The man worth while, is the man who can smile—"

Smile, dammit, smile!

3 p. m.—Roslyn Tilting Tournament.

Racing men barred. This is a tournament designed to illustrate that victory is not always to the swift, and to prove that the worst that woman gets is the best of it—even if she can't vote. Just watch the expression on that lady's face as she spears the diamond ring! There will be prizes aplenty, and man, woman or child may tilt for them—but the man must be an F. A. M. member and he may use "single," "twin," tricar, sidecar or "any old thing" requiring not more than two flat feet displacement.

The Men Who Seek the F. A. M. Championship

With the exception of the 50 miles economy contest to be held on Long Island on July 3d, the national championship race meet at the Paterson Stadium on the afternoon of July 4th, constitutes the competitive feature of the meet. Heretofore, annual meets of the Federation of American Motorcyclists have embraced road races, hill climbs, time trials and so on, but at this annual meet entertainment was made the dominant feature.



PARTIAL VIEW OF THE TRACK AT THE NEW PATERSON STADIUM

The program will embrace ten events, the most important of which are three F. A. M. national amateur championships at distances of 1, 5 and 10 miles, and the entries that have been sent in are assurance that fast and exciting racing will be the rule. With one or two exceptions the entries are the same in all the championship events and include the following:

H. Lake, Pottstown, Pa. (7 horsepower Light); W. C. Chadeayne, Buffalo (6 Auto-Bi); S. B. Pritchard, Buffalo (6 Auto-Bi); A. S. Chapple, New York City (6 N. S. U.); J. P. Bruyere, New York City (7 Curtiss); Alexander Klein, Philadelphia (3¼ Harley-Davidson); George W. Squires, Brooklyn (4 Light); George Ruck, New York City (4½ Minerva); Stanley T. Kellogg, Springfield, Mass (7 Indian); Walter Goerke, Brooklyn (7 Indian); C. S. Hinckley, Aurora, Ill. (7 Thor); Fred Huyck, Chicago (5 Thor); R. W. DuSell, Aurora, Ill. (5 Thor); and A. J. Sicard, Hackensack, N. J. (3½ Thor). From this list it will be seen that the meet has brought out several new racing machines, among them a 7 horsepower Light and a 7 horsepower Thor, and a 6 horsepower Auto-Bi.

The awards in the championship events will consist of the standard F. A. M. championship medal, which has been officially adopted and which will in future be given for all championship races. The other events, including a two miles novice, a five miles open, three miles open, three miles for private owners, five miles handicap and five miles pursuit, all for amateurs, in addition to a ten miles open for professionals, with cash prizes plus the entry fees as the awards.

As is well known by this time the meet will be held on the new six lap banked Paterson Stadium and will christen it. The track is now completed and several of the riders this week had their first try out on its boards. Because some of them were new to banked board tracks, they felt some misgivings at first, but after becoming familiar with the steep banks were surprised at their skill. However as a precaution, Chairman Douglas will not permit any one to ride at the meet who does not prove that he can negotiate the curves at full speed, and he has ruled that machines equipped with spring forks and handlebars that make necessary a shift of the hand to control the speed, are ineligible. Saturday morning "Professor" Douglas will call the class together for try-outs on the track. The entrants whose trial performances threaten accident will be eliminated.



GENERAL VIEW OF THE NEW PATERSON STADIUM, SHOWING THE EMBANKMENT

Charles W. Van Sickle, of Hammond, Ind., was the stellar attraction at the Eagles festival at Columbus, O., June 18th, when several motorcycle races shared the honors with horse races. In three events Van Sickle (Indian) ran away with the two to which he was eligible. J. G. Debuchey won the other.

KELLOGG AND GOERKE ALTERNATE

Both Capture Races at Wilkes-Barre Motorcycle Meet—Theodore Schultz Victim of a Fatal Sequel.

Those friendly rivals, Walter Goerke, of Brooklyn, and Stanley T. Kellogg, of Bridgeport, Conn., shared honors at the Wilkes-Barre (Pa.) Motorcycle Club's race meet held on the half mile driving track at that city on Saturday afternoon last, 20th inst. Goerke captured the five miles F. A. M. Eastern District championship and won the mile time trials, while Kellogg took the ten miles open and the ten miles Australian pursuit. The two men alternated in finishing second to each other. The attendance was about 1,000.

Nearly all the events were practically runaways, as after the two accidents which occurred before the races were called, all the riders were disposed to be cautious. S. B. Pritchard, of Buffalo, Auto-Bi, won the five miles novice, with Charles Anderson, a local man on an Indian, second. The five miles for local riders went to J. Arndt, Indian, who also finished third in the championship and in the ten miles open.

Although Goerke was on a machine of only 5 horsepower, as against 7 for Kellogg, he made the fastest time in the mile time trials, covering the two laps in 1:25. In the pursuit race, in which the limit distance was ten miles, Kellogg began to mow down the field from the start, overhauling and passing the last competitor at 7½ miles.

Two accidents, one of which proved fatal, cast a gloom over the meet, although they occurred before the races had started. The first sufferer was Joseph S. Rice, a local dealer, who figured as an entrant, but who had no business on the track as he is an old professional six day rider, was warming up when he fell. His head was badly cut and his right arm injured, but he will be out in a few days.

The other accident occurred about an hour later and it resulted in the instant death of Theodore Schultz, of Reading, who rode a 6 horsepower twin. He had started to warm up and while opinions differ, one of the onlookers most competent to judge attributes the tragedy to Schultz's throwing on full power before he had fairly cleared the turn to negotiate which he had cut off his spark. As a result Schultz's machine jumped wide and he was dashed head foremost against one of the fence posts of the outside fence. The impact was so terrific that the post was broken in two and the upper portion of Schultz's skull was literally crushed. The goggles which he wore were firmly imbedded in the five-inch post, which was broken by the terrific impact.

An unusual circumstance surrounds Schultz's entry for the races in that he figured on the program as "Walter Harper." The promoters explain that his entry was made in blank and that they supplied the deficiency by drawing on their imagination for a name—a most astonishing proceeding. As there is a prominent Philadelphia automobile driver of the name Walter Harper, the consternation was caused in Philadelphia when first reports stated that Harper had been instantly killed.

Schultz lived and worked in Reading, for the Reading Standard Co. He was 37 years old and leaves a wife and two children, besides his father, mother, and four brothers, all of whom reside in Reading. The promoting club will donate the proceeds of the meet for the benefit of the widow and children of the dead rider, and the contestants who won prizes on Saturday last will allow them to be converted into cash, to be applied to the same purpose.

The summaries of the events follow:

Five miles novice, for single cylinder machines—Won by S. B. Pritchard, Buffalo (Thomas Auto-Bi); second, Charles Anderson, Wilkes-Barre (Indian). Time, 8:38.

Five miles, for local riders—Won by J. Arndt, Warrior Run (Indian); second, Chas. Anderson, Wilkes-Barre (Indian). Time, 8:25.

Ten miles open—Won by Stanley T. Kellogg, Bridgeport (Indian); second, Walter Goerke, Brooklyn (Indian; third, J. Arndt, Wilkes-Barre (Indian.) Time, 15:46.

Five miles, F. A. M. Eastern District Championship—Won by Walter Goerke, Brooklyn (Indian); second, Stanley T. Kellogg, Bridgeport (Indian); third, J. Arndt, Wilkes-Barre (Indian). Time, 7:50.

One mile record trials—Won by Walter Goerke, Brooklyn (Indian); second, Stanley T. Kellogg, Bridgeport (Indian). Time, 1:25.

Australian pursuit, ten miles limit—Won by Stanley T. Kellogg, Bridgeport (Indian); distance, 7½ miles.

Zillmer Leads Messengers and Newsboys.

Ira Zillmer, riding from scratch, won the annual road race for Milwaukee messenger and news boys held over the Whitefish Bay road on Sunday last, 21st inst. He covered the course in 50 minutes 30 seconds, but has been protested by some of the other contestants who claim they saw him hold onto an automobile part of the way. Second place was won by Charles Sager, a boy with but one hand, while John Price, a one-armed night messenger, was a close third. These two riders deserve a great deal of credit for the showing they made as the roads were in poor condition and a strong wind was blowing from the south. Following is the order of finish and their handicaps:

1, Ira Zillmer, scratch; 2, Charles Sager, 2½; 3, John Price, 5; 4, Gust Hertting, 3; 5, Edward Tyre, 2½; 6, Arthur Lauman, ½; 7, Arthur Woehrie, 2½; 8, Joseph F. Drzedzon, 2½; 9, A. Borman, ½; 10, George Kemmerling, 1½; 11, Arthur Callies, 3½; 12, William Baker, 2½; 13, John Paiala, 5; 14, Bernie Kerzin, 1; 15, Arthur Eschinh, 2; 16, A. O. Ritzer, scratch; 17, Edward Schaus, scratch; 18, Ray Corrigan, 1½; 19, Thomas Reilly, 1½; 20, William Pfell, 3½.

AMERICAN CYLISTS FOR OLYMPIC

Cameron's Participation in International Games Practically Assured—Dibblee Working Hard to Send Others.

Thanks to the undaunted energy and persistency of Harold J. Dibblee, the New York enthusiast who interested himself in the matter, America will be represented in the bicycle races at the Olympic games to be held in London next month by at least one rider, and possibly by a full team of four men.

All the athletes who are to represent America in the games met at the New York Athletic Club last night to receive final instructions and most of them will sail on the Philadelphia this morning, Saturday. At the meeting last night it was definitely decided that George G. Cameron, of the Irish-American A. C. will compete in the bicycle races. His club agreed to pay a part of his expenses and the committee fund will stand the balance.

Although appeals to the trade proved vain, Dibblee is making a determined effort to have the other three men—William Vanden Dries and Louis J. Weintz, New York A. C., and Fred Hill, Armory A. A.—included in the list, and to that end he is trying to enlist the support of the local tracks to give benefit meets within the next two or three days to raise funds for the purpose.

The Olympic committee evidently is confident that the money to send Hill, Vanden Dries and Weintz will be raised somehow as they have engaged passage for the trio on a steamer sailing next Saturday. They also measured the riders for their racing suits last night. Dibblee is to have a conference with P. T. Powers this afternoon, to ascertain if the New York promoter is public-spirited enough to donate the receipts of Monday night's meet at Madison Square Garden for the purpose, and is also working on the owners of the Newark Velodrome and Paterson Stadium for the same purpose. Several of the professional riders have agreed to add their winnings to the fund.

Lawson Getting in Shape Again.

Although it has been announced from Salt Lake City that Iver Lawson's broken ankle has healed and that he will ride there next week, information from another source states that Lawson will not be in shape this season, as his ankle is so bad that he can barely put his foot on the ground. Lawson has a contract to ride at the Newark Velodrome if he rides anywhere, and although the management of the Salt Palace saucer has offered to buy his contract, Manager Bowen of the Newark track states emphatically that if Lawson rides at all this season his reappearance will be on the eastern track.

GARDEN RACES OPEN WITH VIM

Kramer Wins in Two Hotly Contested Events—Exciting Tandem Race Won by Vanoni and Anderson.

If National Champion Frank L. Kramer, of East Orange, N. J., is in any danger of going "stale," he certainly showed no evidence of it last Monday night, 22d inst., at the opening meet in Madison Square Garden, New York City. Kramer scored two brilliant firsts, winning the half mile handicap from scratch in the fast time of 56⅕ seconds. Although the attendance was very small for an opening meet the enthusiasm was unmistakable. At the finish of the tandem race, when Vanoni and Anderson, the foreign pair, beat out Bedell and Krebs, of Newark, by less than a foot for first money, the crowd rose to its feet, and showed genuine and noisy appreciation of one of the best races ever seen in the Garden. Champion Kramer also came in for hurrahs when he won two good races.

The half mile professional handicap was run in three trial heats and a final, and the latter had in it Dorlon, Kramer, Root, Fogler, Vanoni, Krebs, Rupprecht, Schlee and Logan. Kramer and Fogler were on scratch, with Schlee on 65 yards. Kramer and Fogler rode from the crack of the gun and the former overhauled and passed Schlee in the final stretch. Dorlon got third and Root fourth.

The five miles lap race for professionals was equally exciting and it had all the cracks entered. In addition to a piece of money to the rider scoring the greatest number of laps there were special mile prizes, and Wiley of Syracuse got the first, Halligan of Newark, leading at the second mile. James F. Moran, of Chelsea, scored the third mile, and Walter Bardgett, of Buffalo, got $5 for winning the sprint at the end of the fourth. Fogler had the premier position several laps from home and Kramer caught his rear wheel. Two laps from the finish the Brooklyn rider led the champion by two feet, but Kramer, in a pretty sprint reduced the distance in the next lap, and together abreast they entered the last stretch. The finish was so close that many of the spectators were dubious, but the judges picked Kramer by three inches. Floyd Krebs was third and Walter Bardgett fourth. George Wiley won the lap prize.

The most exciting race of the evening was the invitation tandem for professionals. Vanoni, of Italy, and Anderson, of Denmark, as a team, were pitted against John Bedell and Floyd Krebs, of Newark, to contest for first money as they were the winners of the two trial heats. The Newark pair led the way until the final lap, when the foreigners challenged. Bedell and Krebs came back with a pretty sprint and the last lap was one of the hardest fought ever witnessed in the Garden. Just before the finish Vanoni and Anderson made an extraordinary jump and passed the local riders just before the tape, winning by less than a foot. Vanoni was considered one of the best tandem leads in Europe when he rode there, and Anderson has shown that he makes a fitting partner for the Italian rider. The run-off for third place between Bardgett and Logan as one team and Fogler and Moran as the other, also was for blood, but Bardgett and Logan showed more speed and got the coin.

Edward Rupprecht, of Newark, scored his first win of the season by taking the half mile consolation from E. F. Root, while little John King, of Newark, slid in for second place.

There were several spills in the amateur events, but with the exception of Maurice Vanden Dries, all the unfortunates were able to walk to their training quarters. Vanden Dries, who is the youngest of the three riding brothers, had to be carried downstairs and resucitated by the track surgeon.

The final heat of the half-mile open amateur brought together the fastest men in the East and Cameron, of the Irish-American A. C., had it out with Fred Hill, the crack Bostonian, who represents the Armory A. A. The New Yorker won in a close finish, with Oscar Goerke, National A. C., third.

In the mile handicap for "simon pures" Chairman Kelsey had the men handicapped about right and he made the scratch men ride their legs off. Hill was the only one who got into the final and he rode a brilliant race. The event was won by Watson J. Kluczek, West Orange, from the 70 yards mark, but Hill finished second from scratch, with Henry Vanden Dries, Lakerim A. C., third. The time was 2:03⅗.

Joseph Gorey, an unknown, who says he belongs to the Elk Wheelmen, won the novice race, with Virgil Mercandetti and Philip Kury, second and third, respectively. The summaries:

One-half mile novice—Won by Joseph Gorey; second, Virgil Mercandetti; third, Philip Kury. Time, 1:07⅗.

One-half mile handicap, professional—Won by Frank L. Kramer (scratch); second, Charles Schlee (65); third, Oliver Dorlon (40); fourth, E. F. Root (15). Time, 0:56⅕.

One-half mile open, amateur—Won by George G. Cameron, Irish-American A. C.; second, Fred Hill, Armory A. A.; third, Oscar Goerke, National A. C. Time, 1:01.

One mile tandem invitation, professional—Won by Vanoni and Anderson; second, Bedell and Krebs; third, Bardgett and Logan; fourth, Fogler and Moran. Time, 2:01⅗.

One mile handicap, amateur—Won by Watson J. Kluczek (70); second, Fred Hill (scratch); third, Henry Vanden Dries (100). Time, 2:03⅗.

Five miles lap, open, professional—Won by F. L. Kramer; second, Joe Fogler; third, Floyd Krebs; fourth, W. A. Bardgett. Time, 10:41⅗.

One-half mile consolation, professional—Won by Edward Rupprecht; second, E. F. Root; third, John King. Time, 1:06⅕.

Costly Prizes for C. R. C. of A. Road Race.

The 50 miles road record may be lowered to-morrow when the seventh annual race of that distance, under the promotion of the Century Road Club of America, takes place on Long Island roads. Besides a Racycle bicycle for first place prize, exclusive of many other prizes, the club has announced that it will give a solid gold medal to the rider making the fastest time, if the record for the distance is broken.

A. Fischer, with 50 yards handicap, won the five miles race held at the Ferry street track, Buffalo, last Wednesday night, 24th inst. J. M. Tanner, from scratch, was second; Joe Tanner (75 yards), third; Ed. Dethloff (125 yards), fourth, and Al. Krushel (75 yards), fifth. The time was 14:45⅖.

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KRAMER MAKES A CLEAN SWEEP

Champion Scores Sensational Victory in "Repachage" Handicap at Newark—Hill Unwinds a Great Sprint.

Although there was not the usual big crowd in attendance, due to a double-header baseball game in the city at the same time, the meet at the Newark Velodrome last Sunday, 21st inst., was characterized by as exciting racing as has been seen there this season. Frank Kramer made a clean sweep by winning both professional races, and in the ten miles open for amateurs Fred Hill, of Boston, trounced George G. Cameron in a manner that brought the crowd to its feet.

Just why the promoters should call the feature professional event a half mile "repachage" handicap is beyond understanding. There seems to be an unwarranted use of the French word this season by those who do not know what it means, just because it sounds interesting. To begin with, the word is spelled r-e-p-e-c-h-a-g-e, and is from the French verb "repecher," which literally means to fish up again, to take out of the water. In racing, the word is employed to denote the heat whereby non-qualifiers in the trial heats may have a chance to get into the final heat, or the semi-final heats, as the case may be. This bit of information is cheerfully offered to the management of the Newark velodrome free of charge.

The event which was called the "repachage" handicap was a race along exactly the lines which the Bicycling World has advocated for two or three years—a race where the several men on the various marks ride a scratch heat (as many heats as there are marks) two men from each mark qualifying for the final. This brings the best men together for the final heat, and that is the way it worked out last Sunday. There were so many riders that eight trial heats were necessary and the racing improved with each until the last trial heat for scratch men. Kramer, Fogler and Bedell contested this and the finish was a big surprise, as Bedell and Kramer shut Fogler out by half a length.

There were 16 riders in the final heat and it was in this that Kramer rode his best race of the afternoon. At the end of the second lap the field bunched and as Kramer was in the rear it seemed there was not one chance in a hundred for him to get through. The pace was the fastest of the season and the long markers seemed to be in for a killing when something happened on the first turn after the bell. The bunch suddenly broke, leaving a small opening in the middle. Kramer took the chance and his wheel fairly left the track as he jumped through the aperture. Just as they hit the back stretch, Dorlon, the Sheepshead Bay champion, who had been laying back in fifth position, suddenly jumped and went past Kramer. Kramer was back at him like a flash, and he got home by a half length. "Hen" Appleton, of New York City, won his first meal ticket by taking third place, while Bedell finished fourth.

Two amateurs joined the ranks of cash chasers in the five miles lap open. They were Thomas Smith of the National Turners, and Edwin Lowe, of the Lakerim A. C., who won his novice only a week or so ago. The stupendous nerve of these second-rate amateurs almost gave the crack pros nervous prostration. Smith tried to win one lap prize, but he did not connect and dropped out before the ending of the first mile. Lowe hung on until near the finish. Most of the lap prizes went to Pat Logan and N. M. Anderson, the latter being put out of the final reckoning by a spill.

Two laps from the finish the shift for positions began and in the scramble Kramer appeared to be in bad. The champion had been riding well up following Fogler, when Bedell, Krebs and Logan, in this order, came up on the outside, thus apparently pocketing Fogler and Kramer. The former wriggled through, however, carrying Kramer with him. At the bell the order was Fogler, Kramer, Bedell and Krebs, and the only change at the finish was that Fogler and Kramer exchanged places.

Hill's ride in the ten miles open was the feature of the amateur events. This affair was run in three qualifying heats in which six men came through in each, the idea being to minimize the possibility of spills in the final. The only thing wrong with it was that the Vanden Dries boys were left in the final and so there had to be the usual spill. This occurred at 7½ miles when Maurice and William took their regular Sunday afternoon tumble, bringing down Dave Mackay and Oscar Goerke, two of the best men in the race. That Hill was out to do things was soon apparent. He rode in front long enough to clinch the lap prize and then dropped back until the bell when he took a big jump from fifth place on the outside and got three lengths' lead on Cameron. Hill unwound a sprint and shot for home like a streak, with Cameron in close pursuit. The New Yorker made a brilliant effort to overcome the Bostonian's lead, but he could not close the gap and Hill won by a length. The entire bleachers and grandstand audiences rose and gave him an ovation for his pretty effort.

The half mile open for non-winners this season went to Frank W. Eifler, of the Century Road Club Association, who has been confining most of his riding to the road. Henry Vanden Dries was second, and J. M. Eifler was a close third. The summaries:

One-half mile open, amateur, for non-prize winners this season—Won by Frank W. Eifler; second, Henry Vanden Dries; third, J. M. Eifler. Time, 1:06⅗.

One-half mile handicap, professional—Won by Frank L. Kramer (scratch); second, Oliver Dorlon (40); third, H. B. Appleton (75); fourth, John Bedell (scratch). Time, 0:56⅘.

One-third mile handicap, amateur—Won by F. W. Jones (55); second, Louis Francis (70); third, Edward Seifert (65). Time, 0:36⅗.

Five miles open, professional—Won by Frank L. Kramer; second, Joe Fogler; third, John Bedell; fourth, Floyd Krebs. Time, 11:04⅕.

Ten miles open, amateur—Won by Fred Hill; second, George Cameron; third, Adam Beyerman. Time, 25:19. Lap prize winner, Fred Hill.

One mile motorcycle exhibition—By Jacob Derosier, Springfield, Mass. Time, 1:18⅘.

Carroll Cyclers Hold an Outlaw Race.

Although it established a road record for the distance, the time made in the 11 miles road race held by the Carroll Cyclers of Baltimore over a triangular course near that city on Sunday last, 21st inst., will not go on the books as a record. The reason is that the race was an outlaw affair and a large bunch of Baltimore riders by competing in an unsanctioned race, foolishly suspended themselves. Ralph Miller, 5½ minutes, won, and F. Walsh, 2 minutes, won first time prize. The summary:

		Hdcp.	Time.
1	Ralph Miller	5½	35:51
2	John Chrul	6	36:22
3	W. Wilbur Shaw	5½	35:53
4	John Wills	5½	37:05
5	Wilbur L. Carter	5½	37:09
6	Arthur S. Boehm	3½	35:41
7	Thomas Baker	3½	35:42
8	Edward Haines	4	36:15
9	Thomas Klug	3½	35:46
10	W. Oliver	5½	38:09
11	Frederick Welsh	2	34:40
12	William H. Helfrich	6½	39:10⅕
13	C. O. Reville	4	35:43
14	Nicholas Grimmel	3	36:01
15	Arthur S. Waugh	6	39:13
16	Frederick Kuhl	7	40:28
17	Philip Naas	6½	40:45
18	E. L. Sauerwald	7	41:21

Time Prize Winners.

1	Frederick Welsh	2	34:40
2	Howard L. Cole	Scratch	34:44
3	Edgar R. Boehm	Scratch	34:44⅕

Atlantic City Wheelmen Offer Many Prizes.

Atlantic City doubtless will be the road riders' mecca on July 4th, for the energetic Atlantic City Wheelmen have on the tapis for that date a big 25 miles handicap road race with no less than 16 place and 7 time prizes. The best part of it is that racing bicycles head the respective lists, and among the other good prizes are seven pairs of tires, an Iver Johnson revolver and also a shot gun of the same make, besides coaster brakes, saddles, lamps, etc. The race will start at 3 o'clock in the afternoon and in case of rain, the following day at the same hour. As the Fourth of July this year occurs on Saturday, road riders will have an excellent chance to spend the week-end at the shore. As is naturally to be expected, Charles A. Van Doren, 1735 Atlantic avenue, Atlantic City, N. J., is in charge of the race and prospective contestants should send their entries to him.

MAYER AND CLARKE BREAK EVEN

German Champion and Australian "Rocket" Win Alternately at Two Meets—Four-Cornered Match Races at Saltair.

Salt Lake City, June 19.—With a much bigger crowd than on the opening night and with several match races as the bill the chief one being that between A. J. Clarke, the Australian, and Henri Mayer, the German champion, who had been imported just for the purpose, the meet at the Saltair saucer passed off smoothly. The match between Mayer and Clarke was, of course, the piece de resistance, and it demonstrated that while Clarke has plenty of speed he needs more brain action before he will be able to class as a world's champion in every respect.

French style was employed and the stunts of Mayer and Clarke to keep from falling off their wheels created some amusement. The old German, who affects a fondness for odd stockings, proved the better trick rider and each time he forced the Australian to take the lead. Clarke won the first heat and Mayer took the second. Then the final was started and there was considerable delay at the start as neither man wanted to take the lead. When a quarter of the way around the track on the first lap Clarke stopped and held onto the rail for support, Mayer stopped also, but he did not grab anything, instead balancing himself on his bicycle until Clarke was ordered by the referee to let go the rail. It was a bitter fight then for eight laps, but the German got the jump on Clarke in the last lap and won the heat and match by a half wheel's length.

The other events were two four-cornered match races—amateur and professional—in which the winners of each heat rode a final for first and second money and the losers a heat for third and fourth money. The first heat of the professional race was between Walter De Mara, of San Francisco, and Hardy Downing, of San Jose, and the former won in 1:14 for the half mile. Floyd A. McFarland defeated Worthington Longfellow Mitten, of Davenport, Iowa in the second heat and this brought McFarland and De Mara together for the final. McFarland won, and Downing beat Mitten in the second heat for third money.

Crebs, Meyer, Brodbeck and King were the riders in the amateur race conducted on the same plan. Crebs and Brodbeck won the heats and Crebs got the final. In the runoff for third prize Meyer beat King. The summaries:

One mile match between A. J. Clarke, Australia, and Henri Mayer, Germany—First heat won by Clarke; second heat won by Mayer. Third and final heat won by Mayer.

Four-cornered match, amateur—Won by Albert Crebs; second, A. Brodbeck; third, Edward Meyer; fourth, D. King. Meyer; fourth, D. King.

Four-cornered match, professional—Won by F. A. McFarland; second, Walter De-Mara; third, Hardy K. Downing; fourth W. L. Mitten.

Salt Lake City, June 22.—With the air of his able team-mate, F. A. McFarland, A. J. Clarke was enabled to defeat Henri Mayer, of Germany, in their first open competition meeting at the Saltair saucer track last night. Since Mayer defeated Clarke in their match last Thursday night speculation has been rife as to who would win when the men came together for the first time in open competition and the result was as stated. A cold wind made it anything but pleasant for the spectators and a very small crowd was out for the first Sunday night meet

The five miles lap race was the feature of the evening. In the hot chase for dollar laps all the riders but nine of twenty-two starters had been run off their feet and in the last mile De Mara came to the front. McFarland passed on the third lap and behind Clarke followed Mayer, Wilcox and Downing. The German made no attempt to pass Clarke until the last lap and then it was too late, for he never could get closer than the crank hanger. Hardy Downing attempted to come through on the pole but there was not room and he had to be content with third money. Wilcox was a close fourth, and McFarland, who had been pulling Clarke, got $5 for finishing fifth.

Worthington Longfellow Mitten won the half mile handicap by beating out Downing, Walker and Senhouse in the following order. Three laps from the finish Tom Morgan, who was riding up and down the track in an unsteady manner ran into Mayer and the two went down. Morgan was rendered unconscious, but revived in time for the next race. The scratch men were unable to close the gaps and so did not get any of the money. J. G. Walker, who finished third, is an Australian of some note who made his American debut.

The finish of the quarter mile open for amateurs was exciting, McCormack winning from Wright by a few inches, with Schnell and Crebs close up for third and fourth positions, respectively. The summaries.

One-quarter mile open, amateur—Won by McCormack; second, Wright; third, Schnell; fourth, Crebs. Time, 0:31.

Three miles lap handicap, amateur—Won by Meyers (35); second, Halstead (scratch); third, Lawrence (scratch); fourth, Hollister (125); fifth, Thomas (85). Time, 6:23.

One-half mile handicap, professional—Won by W. L. Mitten (40); second, H. K. Downing (25); third, J. G Walker; fourth, Steve Senhouse (55). Time, 0:57⅕.

Five miles open lap, professional—Won by A. J. Clarke, Australia; second Henri Mayer, Germany; third, Hardy K. Downing, San Jose; fourth, S. H. Wilcox, Salt Lake City; fifth, F. A. McFarland, San Jose. Time, 10:48⅗.

NEW SALTAIR COLISEUM OPENS

Fast Races Despite Wet Track—Clarke Captures $200 Purse—De Mara Wins Professional Half-Mile Open.

Salt Lake City, June 18.—The opening meet at the new ten lap Saltair Coliseum last night was held under unfavorable conditions so far as weather conditions were concerned. The racing was of the highest order, however, and despite a wet track from the rains all day, fast times were made in all the events. The feature was the mile Saltair handicap for a purse of $200, which was won by A. J. "Rocket" Clarke, in his first race of the season.

The young Australian champion who has been developed by McFarland, beat Samuelson by the entire length of the stretch, but he wouldn't have done it so badly if it had not been for the assistance of McFarland. From the start the veteran set a killing pace, which lasted for seven laps, when he went all in. At that time several long markers were busy out front and Clarke was not even figured in the final reckoning. The small crowd saw a pretty uphill fight when Clarke unwound a wonderful sprint and passed the last man on the tenth lap. The time was 1:54⅘, the fastest time made on any track in the world this season.

A fall in which Mitten, McFarland and Clarke went down marred the half mile open. De Mara won from McFarland with Wilcox third. McFarland picked himself up and finished fourth.

A big field of amateurs lined up for the two miles lap race and Thomas, on 105 yards, had no trouble in keeping his wheel in front all the way. Meyer was second and Hollister third.

One-half mile open, professional—Qualifants: Clarke, Downing, Samuelson, McFarland, De Mara, West, Wilcox, Mitten, and Hollister. Final heat won by De Mara; second, Downing; third, Wilcox; fourth, McFarland. Time, 1:06⅖.

Two miles lap handicap, amateur—Won by L. Thomas (105); second, E. Mayer (75); third, E. J. Hollister (120); fourth, Parley Giles (scratch). Time, 3:53⅕.

Five miles motor match, professional—Won by Fred Whittler; second, T. M. Samuelson. Time, 6:22⅕.

One mile Saltair handicap—Won by A. J. Clarke (scratch); second, W. E. Samuelson (35); third, Hardy K. Downing (45). Time, 1:54⅘.

New Club Organizes at Camden.

The Camden Cycle Club has been organized in the New York city of that name, and as a result some old time enthusiasm has been aroused. The officers of the club are L. W. Fraser, president; C. L. Miller, secretary, and H. M. Parker, treasurer. The club will to-day hold its first event, a ten miles road race for members only.

SALT PALACE OPENS NEW SEASON

Good Racing Varied by Runaways—Hollister "Rides Great Guns"—Pedaler Palmer Starts in to Win.

Salt Lake City, June 19.—With a big delegation of Utah commercial travelers who are in convention here, in attendance, the meet at the Salt Palace saucer last night drew a packed house. When McFarland is not present, W. E. Samuelson is easily the king pin and he won the five miles lap race without half trying. The field was tired when Samuelson, who sleighrode all the way, jumped and the Mormon won by the entire length of a stretch, sitting up.

Eight riders were bunched at the finish of the half mile handicap. Hollister had gone great guns all the way and appeared to be in for a beating at the finish, but he held to the front and won by a narrow margin over West. Pedaler Palmer, the Australian, snatched third money from Agraz.

A big field was sent away in the two miles lap handicap for amateurs. The race went to Hal McCarmack, with 35 yards handicap. Schnell, Lawrence and Halstead finished in the order named, all three men starting from scratch.

The three-quarters mile amateur open went to Phil Wright, after a neck and neck sprint with Morris. Parley Giles was third and Rodney Diefenbacher fourth. The motor match between T. M. Samuelson and E. B. Heagren resulted in a runaway for the former. Heagren rode a new machine just brought out from the East and reputed to be very fast, but evidently it was not working right last night, as Samuelson simply ran away from him. The summaries:

Three-quarters mile open, amateur—Won by Wright; second, Morris; third, Giles; fourth, Diefenbacher. Time, 1:32⅗.

Two miles lap handicap, amateur—Won by Hal McCormack; second, Schnell; third, Lawrence; fourth, Halstead. Time, 4:15.

One-half mile handicap, professional—Won by C. L. Hollister (40); second, West (25); third, Palmer (50); fourth, Agraz (80). Time, 0:56⅗.

Five miles open lap, professional—Won by Samuelson; second, Wilcox; third, Hollister; fourth, Senhouse; fifth, Hopper. Time, 10;41⅗. Laps—Samuelson 2, Hopper 2, West 3. Palmer 2, Holister 1, Agraz 5, Morgan 8, Wilcox 1, Achorn 7, and Devonevitch 10.

Five miles motor match—Won by T. M. Samuelson; second, Heagren. Time, 6:55⅗.

Salt Lake City, June 20.—W. Pedaler Palmer, of Australia, came into his own last night by winning a race at the Salt Palace saucer. Palmer's victory was scored in the three-quarters mile handicap. Samuelson got the miss and out race for professionals. Another feature was the fast time made in the motor race and the long distance covered in the unlimited amateur pursuit before it finally came to a stop. The crowd was far below the average.

A blanket finish resulted in the professional handicap with Palmer leading at the tape. West was second by inches, Wilcox third and Hollister fourth.

The miss and out for professionals was not as exciting as it should have been. It was all right until the last four laps. McFarland had been counted out, but misunderstood the call and went to the front, with Samuelson on. Just how it finished no one seemed to know, but the officials announced the following order at the tape: Samuelson, Wilcox, Palmer and Devonevitch.

So far as public interest was concerned the unlimited pursuit for amateurs was the one best bet on the bills. Wright and Lawrence rode 7 miles 4 laps 177 yards to decide the winner, the former finally winning. After two miles all of the men had been counted out except the two named and Diefenbacher and Schnell. The latter pair got theirs in the third mile.

The referee evidently did not see the team work in the two miles lap race, for there was doubtless plenty of it among the scratch men. When two of the long markers caught the scratch men, Hume and Schnell flagged while Lawrence and Halstead went on and closed the gaps. Phil Wright ultimately won the race, with McCormack and Halstead close up. The summaries:

Unlimited pursuit, amateur—Won by Wright; second, Lawrence; third, Diefenbacher; fourth, Schnell. Distance 7 miles 4 laps 177 yards. Time 17:15⅗.

Two miles lap handicap, amateur—Won by Wright (55); second, McCormack (45); third, Halstead (scratch); fourth, Morris (50). Time, 4:08.

Three-quarters mile handicap, professional—Won by Palmer (65); second, West (50); third, Wilcox (25); fourth, Hollister (40). Time, 1:25.

Miss and out, professional—Won by W. E. Samuelson; second, Wilcox; third, Palmer; fourth, Devonevitch. Time, 6:36.

Five miles motor match, professional—Won by T. M. Samuelson; second, Fred E. Whittler. Time, 5;48⅗.

Collegians to Cycle Through Europe.

Cycling through Europe is the recreation two athletic students of Cornell University have chosen for their summer vacation. They are Charles M. French, captain of the Cornell track team, and Burton J. Lamon, captain of last fall's cross country team. George Bogert of the class of 1906, who was graduated from the Cornell college of law this year will accompany them. The trio will cross the big pond on a cattle steamer leaving Philadelphia today. Their intended route abroad includes England, Germany, Italy, Belgium and Holland, and the tour will extend through about three months. They carry a letter from Andrew D. White, former American Ambassador at Berlin, to introduce them at the American legations and consulates on their route.

OGDEN SEES A CLOSE MATCH RACE

Thousands Cheer as Downing Defeats Samuelson by Inches—Morris and McCormack Win Amateur Honors.

Ogden, June 21.—That Manager Hary W. Heagren has made good with the Ogden "fans" was attested at the Glenwood saucer track last night by the way they turned out to witness some interesting racing, the feature of which was a match race between Hardy K. Downing, of San Jose, and William E. Samuelson, of Provo. Nearly 3,000 spectators cheered Downing as he won.

Three heats were necessary to decide the Downing-Samuelson match, and Pedaler Palmer was put in as the pacemaker. Downing won the first heat without any great trouble, but two starts were necessary in the second heat, because of the unwillingness of either man to take the lead.

When the finally got to moving Samuelson took the lead and beat the Californian to the tape by less than a foot. The final heat was worth going miles to witness as Downing beat Samuelson by less than six inches.

Holister fouled McFarland in the mile handicap when the latter attempted to pass and he was rulled out and first money given to the lanky Californian. McFarland also took the money in the three miles open lap with Wilcox, Downing and Samuelson finishing in the order named. Morris and McCormack carried off the honors among the "simon pures." The summaries:

One mile match between Hardy K. Downing and W. E. Samuelson—First heat won by Downing. Time, 2:26⅕. Second heat won by Samuelson. Time, 2:01⅕. Third and final heat won by Downing. Time, 2:12⅗.

One-half mile open, amateur—Won by Morris; second, Crebs; third, E. J. Hollister. Time, 1:03⅗.

One mile handicap, professional—Won by F. A. McFarland; second, Wilcox; third, De Mara; fourth, Devonovitch. Time, 1:55⅕.

Two miles lap handicap, amateur—Won by McCormack; second, Lawrence; third, Halstead. Time, 4:12.

Three miles open lap, professional—Won by McFarland; second, Wilcox; third, Downing; fourth, Samuelson. Time, 6:17⅗.

One mile motor exhibition—By H. B. Heagren. Time, 1:18⅘.

Cyclist Starts from Coast to Coast.

Intending to ride leisurely, L. D. Jacobson, a former messenger boy of Los Angeles, Cal., has started on a bicycle trip from that city to Boston, Mass. Jacobson expects to ride the entire distance. He carries a book in which he will have inscribed the signatures of the mayors of the different municipalities through which he passes. He expects to arrive in October.

COMFORTABLE TOGS FOR CYCLING

Serviceable Breeches at Small Cost Suggested by the "Missouri Kicker"—Something About Shirts and Hats.

In a recent issue of the Bicycling World, a plea was made for some one to step in and supply the wheelman's need in the way of short breeches. It was pointed out that nowadays it is generally necessary to have these made to order. There is one big disadvantage in having clothes of any sort made to order, since many tailors in their eagerness to make their customer appear to the best advantage, fashion out coats and trousers so as to bring out certain angles of the human frame, and hide others by a system of stuffing and padding.

Some years ago I laid down twenty good dollars for an outfit that felt as though an attempt has been made to make a tailor's model of me. That outfit lasted about one month after extensive alterations had been made in it.

An idea was then adopted, that suggested itself to a number of St. Louis wheelmen when the famine in bicycle breeches grew acute. This idea is to take a pair of old trousers to the nearest tailoring establishment, have them cut off at the knees, and gathered with elastic or a buckle. The severed sections furnish sufficient goods for a double seat of generous size. You then have a first class pair of breeches that cost, on the average, about 50 cents.

In having these alterations made, it is also well to have the side and back pockets removed, as these act like sweat pads on a hot day. So thoroughly satisfactory are these bicycle trousers, that any one who has adopted the idea will never care whether regular bicycle trousers will ever be sold again or not.

Before leaving this subject of bicycle attire, mention must be made of several other ideas that I adopted last season, which gave gratifying results. To obtain the maximum of comfort, it is absolutely essential that every article of clothing fit as loosely as possible. The moving parts of the body must be accorded the utmost freedom, and plenty of air space about the body is cooling in summer, and insures warmth in winter.

As I could never tolerate a sweater in any shape or form, there was nothing left to wear but a light shirt, and I always calculated that the ordinary summer shirt would afford the maximum of comfort, if it could only be worn, oriental style, on the outside of the breeches.

This style was accordingly adopted, but with modifications. As it would have been entirely too radical to set this fashion in any other way than by degrees, the shirt-tails were gotten out of the way by pinning them up on the inside of the garment with safety pins. A shirt so worn has the appearance of a loose blouse, and any one once wearing a shirt in this manner will be greatly astonished at the great increase in comfort.

Another thing they do better on the other side of this planet, is in the designing of straw hats. There is no form of head gear that shields the face, neck and even the shoulders, from the fierce glare of a summer sun, as does the mushroom shaped bamboo hat of the Japanese. These hats are light as a feather, and are so constructed that the head is entirely free. They catch an abundance of breeze, so much so that it is necessary to tie them on with a cord passing around under the chin; like we wore our hats in the days of childhood.

When starting out on a tour of more than one day, I always carry along an extra suit of underwear, in order to have comfort at night and the next day. To keep up a respectable appearance, always carry along a coat, and for the same reason, part of my equipment is a small whisk broom.

THE "MISSOURI KICKER."



Speed Limit Without Discrimination.

A ten miles an hour speed limit for all vehicles, including trolley cars, is the unique safeguard which the authorities of Canandaigua, N. Y., have placed upon the traffic coming under their jurisdiction. The street commissioners have issued instructions for the placing of notice boards to that effect, and it has been given out that the enforcement of the new regulation will be carried out with great exactitude. Any crew of an electric car convicted of running in excess of the speed limit will be subject to arrest and severe penalty.

Indianapolis Augments Its Bicycle Squad.

Two new members have been added to the bicycle squad of the Indianapolis (Ind.) police force, bringing the number at present in service up to 12. This permits the employment of two divisions of 6 men each, one for night and one for day service.

MOTOR TRICYCLES FOR MAILS

Successful Test at Berkeley, Cal., Leads to Their Adoption There—Their Superiority to Horse Drawn Vehicles.

Following a series of exhaustive trials, motor carrier tricycles are to be installed in the service of the Postoffice in Berkley, Cal. The exact details of the system, including the number of machines to be employed, remain to be announced. But the result of the trials which were concluded June 6th, was so positive as to leave no doubt of the advantage to be derived by the entire wiping out of the old horse-drawn equipment and the substitution for it of the light and mobile motorcycle.

The details of the test are of particular interest as furnishing new evidence as to the utility of the carrier tricycle. In the face of predicted failure, the motor driven machines, not simply equalled the performance of the former equipment, but in one instance, and on the most difficult route in the city, actually cut the regular schedule in half.

Hitherto the mail has been collected and distributed by means of the old horse and cart system. This, it was thought, would be the only practical system to use, because of the many steep grades encountered in the hill-side district. Postmaster Clarence Merrill, fortunately had sufficient faith in the motorcycle to put it to a thorough test, however, and to this end, a machine was used in every district, its performance being carefully compared with that of the regular wagons.

The most decisive test was that in what is known as the "Fourteen-mile hillside route," where it had been supposed the motorcycle would be absolutely useless. Contrary to expectation, the little machine not only was able to negotiate the entire route satisfactorily, but made all the calls, and returned in two hours, official time. Following the same route, the horse and cart required nearly four hours and a half to complete the trip.

Postmaster Morrill is thoroughly convinced of the practicability of using the machines. He has announced his opinion that when the new system is put into active operation and has been worked out in detail, it will materially benefit the service both in the matter of economy and in the punctuality of collections and deliveries.

Motorcyclists of Three Cities Get Together.

The Tri-City Motorcycle Club has been organized by the riders of those neighboring cities, Rock Island and Moline, Ill., and Davenport, Iowa. Officers were elected as follows: President, J. R. Henderson, Rock Island; vice-president, Harold Stafford, Rock Island; secretary-treasurer, George R. Myers, Davenport; captain, H. S. Dickinson, Moline.

UTICA POSSESSES A BICYCLE COP

Luck Supplied Equipment Without Cost—Good Service of the "Corps" Creates Demand for Better Mount.

Following the example set by New York and other large cities, Utica, N. Y., has added a bicycle corps to its police force. According to a local paper the corps consists of Officer Frank Clark, who has been furnished with an historical bicycle. The history runs in this wise:

Some months ago, while time hung heavy on his hands, a resident of Utica, having nothing else to do, reported to the police that some one had stolen his bicycle. The machinery of the law was set in motion and the missing wheel quickly was found, leaning against a water tank where the thief undoubtedly had left it. The owner was notified of the recovery and the police awaited congratulations on their efficiency; also they awaited possible reward. But the owner did not appear to claim his property.

Days passed and became weeks, and weeks in turn became months, but still no claimant appeared. Finally, the statute of limitations having been reached, the police claimed the machine as abandoned property and added it to the city's assets.

It was a pretty disreputable looking bicycle for a city to claim ownership of; and ways and means were discussed for improving its appearance. While the officials were discussing the subject a friendly prisoner, who was incarcerated in the city jail offered to do the job without remuneration or even a commutation of his sentence. The offer was accepted and the nucleus of a future bicycle corps was turned over to the obliging convict, who quickly proceeded to administer a coat of whitewash to the machine, which then was returned to the delighted municipal authorities. Officer Frank Clark was at once appointed as the bicycle corps, and when he had learned to ride he was promoted by being placed in charge of it.

Clark had trouble right from the start. Not being a hardened rider, he found it was work to pedal the antiquated machine down hill and more work to trundle it on upgrades. However, he persevered, and with an oil can for lubricating purposes, and a box of quinine to stimulate his own heart action, he now is able to ride, for a short distance, at the rate of four miles an hour. Clark says that he can't possibly hope to overtake a 60-mile-an-hour automobile or a motorcycle going slightly slower, but if he knows about them in time, he can wait for them and stop them by putting his bicycle in front of them when they come toward him.

The Utica Observer is authority for the statement that "The police department is badly in need of a more up-to-date vehicle for its bicycle cop."

Carrier Tricycle in White Wings Service.

A novel addition to the equipment of the street cleaning department of New York City, is a carrier tricycle which was placed in service for the first time this week for the purpose of collecting paper and other light rubbish from the streets. The machine is a regular Consolidated "package car" with metal receptacle in front. It will be given a roving license in certain sections where its services appear to be most in demand, and will not be confined to any one district. In process of time it is planned to add several other machines, thus facilitating the performance of one of the most arduous portions of the work.

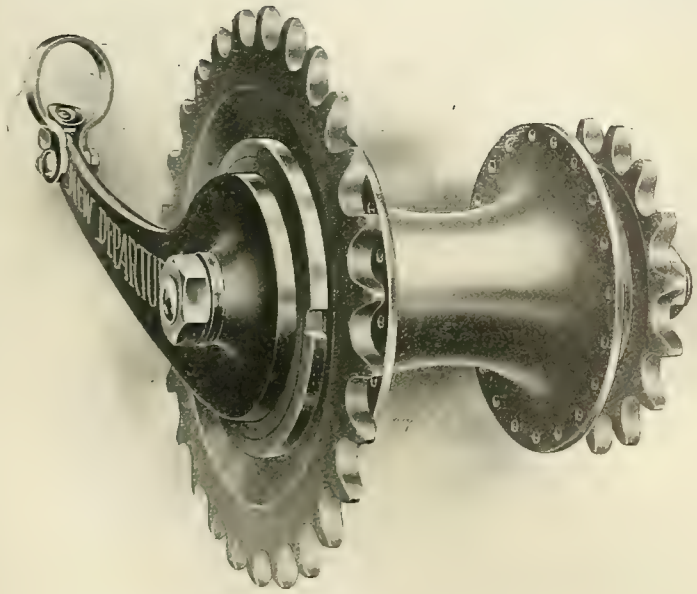
Bicycles Aid in Humane Operations.

Bicycles have been supplied to the two humane officers of Indianapolis, Ind. The innovation results from the fact that one of them, Inspector Shine, formerly was a bicycle officer in the police department. Hitherto, the humane officers have been obliged to use the street cars.

Binghamton to Have a Motorcycle Cop.

Binghamton, N. Y., is one of the recent municipal investors in the police motorcycle. A contract was let to Bump Bros., late last week, naming $200 as the price for one machine.

TO F. A. M. RIDERS—INVESTIGATE



Model BB For Chain Drive

Many of the leading designers and builders of motorcycles are using the

NEW DEPARTURE COASTER BRAKE

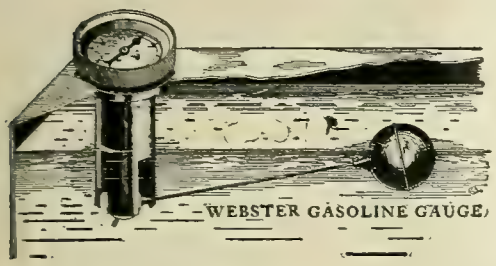
and will have no other on their machines. There are reasons, and it will pay you to investigate them.

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answers the question at a glance.

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¶Removes all chance of being stranded "miles from nowhere." Prevents waste and flooding and thereby prevents fires caused by gasoline falling on hot mufflers.

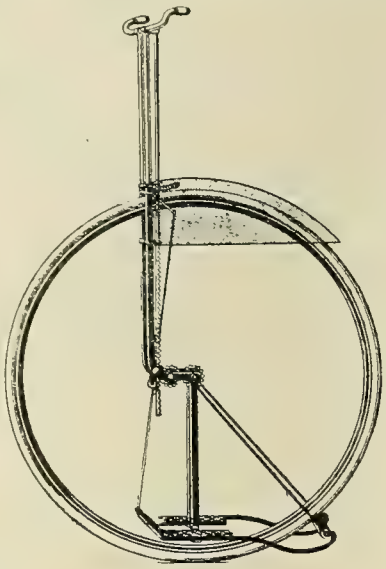
¶Promotes economy and skill in operation on the part of the rider. Can be applied to any tank in 20 minutes.

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Unicycle Rescued from Oblivion.

Unicycles, though at one time as common as peas, have so far dropped out of sight within recent years as to make the present trend of design in that quarter practically an unknown quantity. The arrangement which is here illustrated, happily comes into view just in season to rescue the subject from oblivion. It is the invention of V. A. Wraight, an Englishman, and is known as Wraight's unicycle. It is intended primarily for business purposes, since the absence of a seat is judged to render it unfit for use upon long journeys.

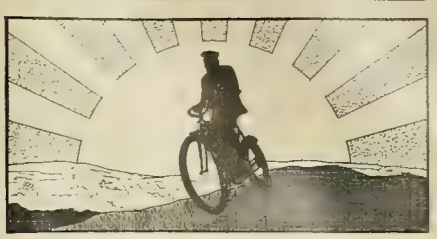


Instead of being propelled by pedals, this machine is driven by a ratchet gearing worked by the handle bars, which the rider works up and down much as a section man works the brake of a railroad handcar. The feet are placed on a pair of horizontal platforms suspended from the axle, and counterbalanced by a weight which is extended to the rear of the wheel and also serves a useful purpose occasionally as an emergency brake. A second brake is applied to the wheel by means of an ordinary spoon, which is worked from a treadle attached to one of the footrests.

When Lubrication by Hand is Advisable.

When lubricating the engine, there is danger of omitting to oil bearings which have just been cleaned with gasolene or kerosene. Because it requires an appreciable length of time for the oil to reach all bearings through the regular channels, there is more than a bare chance that a tightly adjusted bearing may suffer considerably when the machine is first started. On this account, as well as owing to the fact that there also is some liability on the part of the repairman to forget to adjust the oiler after an overhauling, it is very important that all bearings be oiled by hand during the process of assemblage.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.



LIGHT

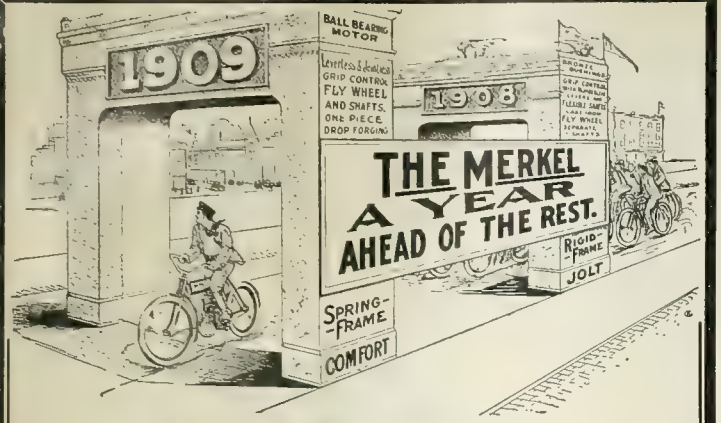
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Price, $210 **With Spring Fork, $225**

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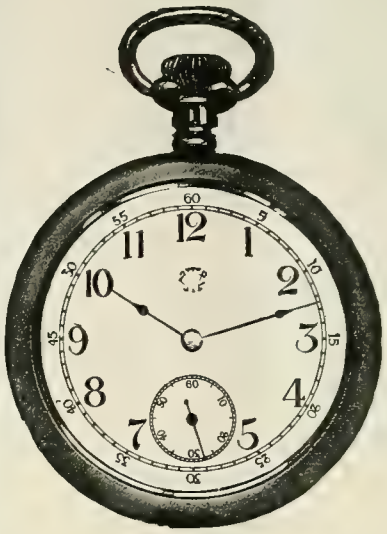
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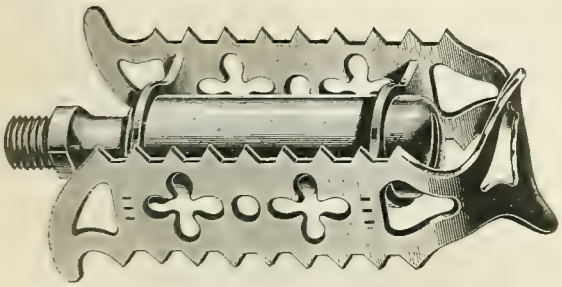
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Essential for comfort. Absorbs all shocks, jolts and vibration.

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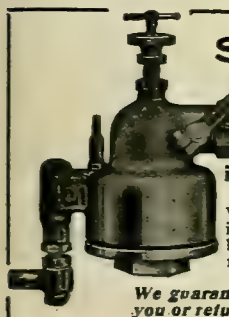
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The B. & S.



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The Week's Patents.

887,356. Ball Bearing. Jackson L. Straub, Lancaster, Pa., assignor of one-half to Ernst Sachs, Schweinfurt-on-the-Main, Germany. Filed Nov. 14, 1906. Serial No. 343,414.

1. In a ball bearing, concentric bearing members having confronting grooves or ball races, an annular series of balls running therein, and a ball spaces or separator consisting of an undulated ring of sheet metal passing in and out between adjacent balls throughout the series and having the balls seated alternately in the pockets of the two sides of the ring formed by the concavities of the undulations themselves.

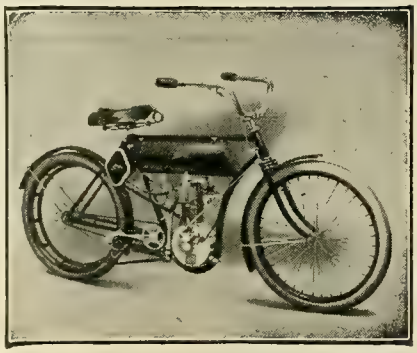
890,409. Press for the Molding of Bicycle and Other Tires. William H. Cox, Eccles, England. Filed July 6, 1907. Serial No. 382,523.

In a tire press, an annulus or ring provided with a peripheral annular chamber open at the outer side, an annular inflatable tube within said chamber, a pipe carried by the annulus and communicating with said inflatable tube whereby the same may be inflated, an annular cushion within said chamber surrounding the inflatable tube and engaging the same, and a hollow annular mold adapted to encircle the annulus, substantially as described.

891,102. Attachment for Motorcycles. Theodore W. Razoux, Brooklyn, N. Y. Filed April 18, 1907. Serial No. 368,894.

1. In an attachment for motorcycles, the combination with a forwardly extending rotating fork, of an axle having means for attaching the fork, a seat carried by the axle and braces connecting the axle with the frame of the machine.

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the motorcyclist's companion, tells.

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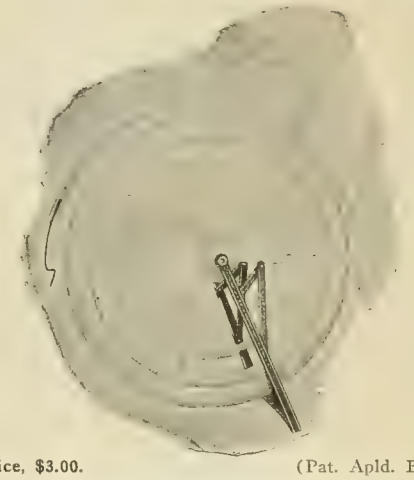
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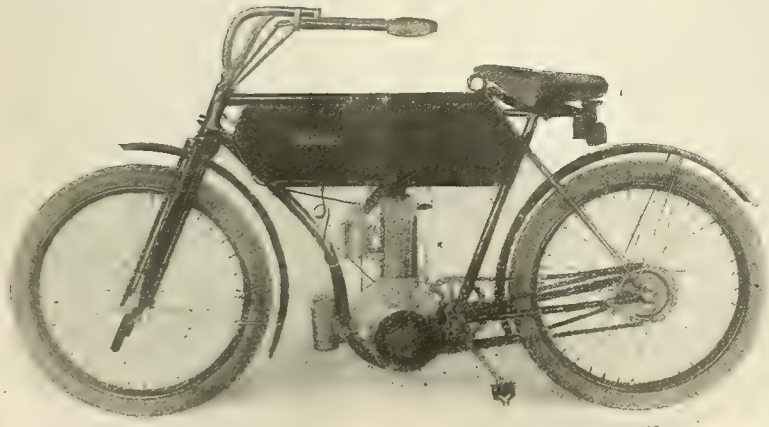
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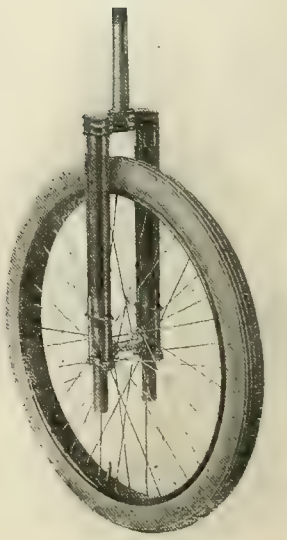
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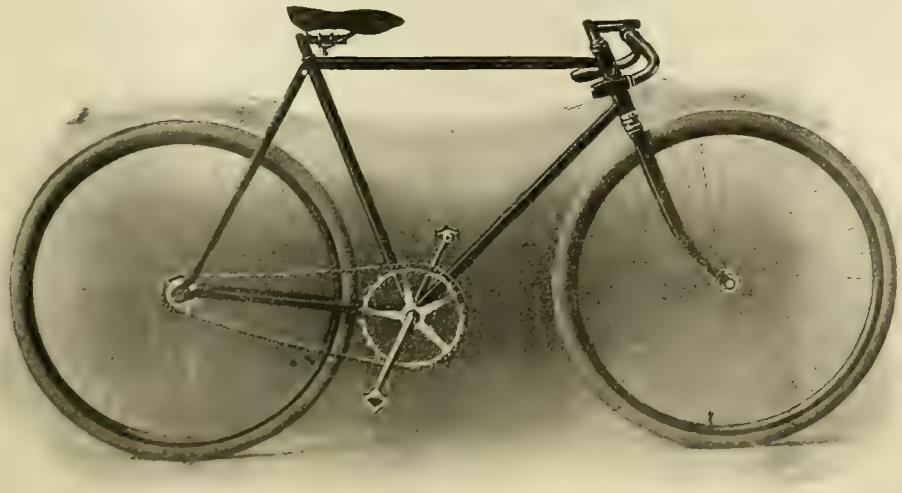
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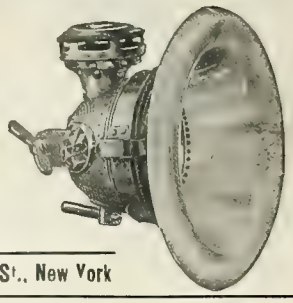
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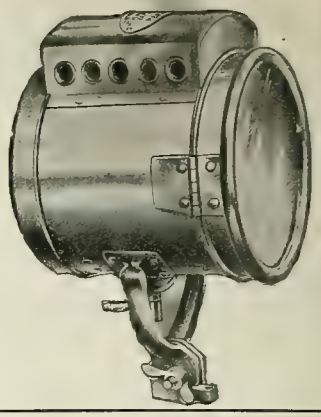


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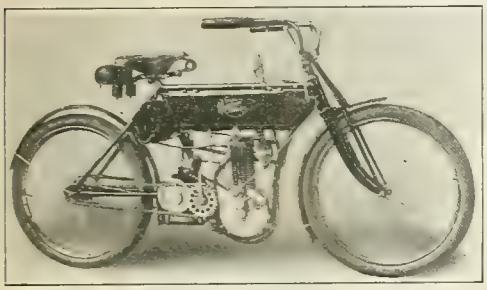
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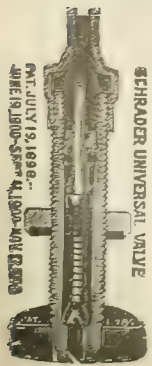
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(Trade Mark, registered April 30, 1895.)



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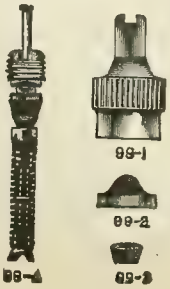
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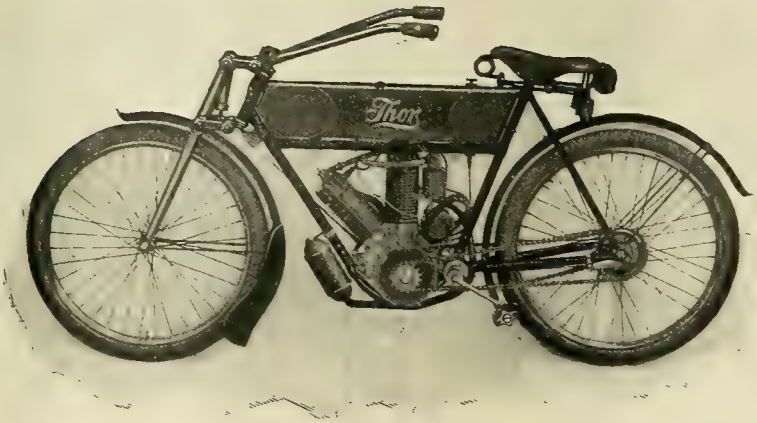
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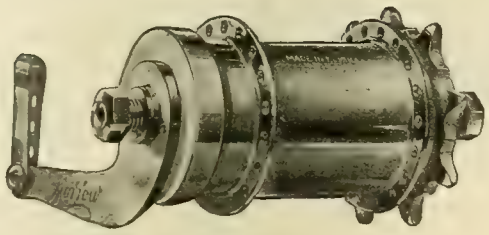
¶ At all the hill-climbing contests, races, etc., in which the Thor has been entered with competitive motorcycles, it has demonstrated that it has from twenty per cent. to fifty per cent. more efficiency per cubic inch of **piston displacement** than any other machine.

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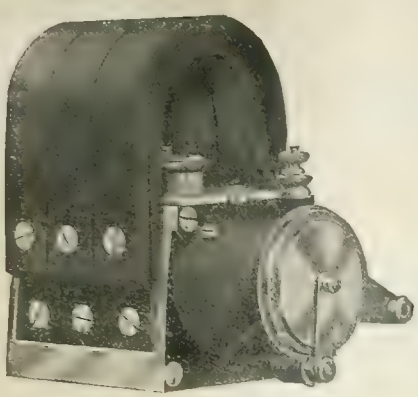


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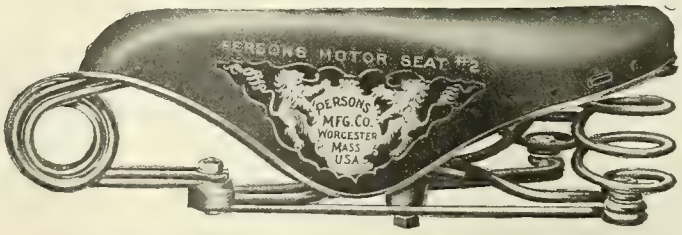
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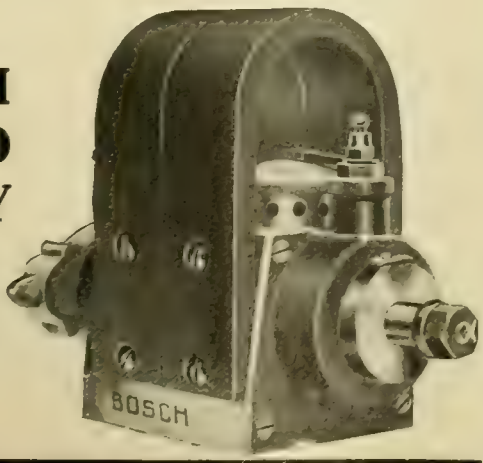
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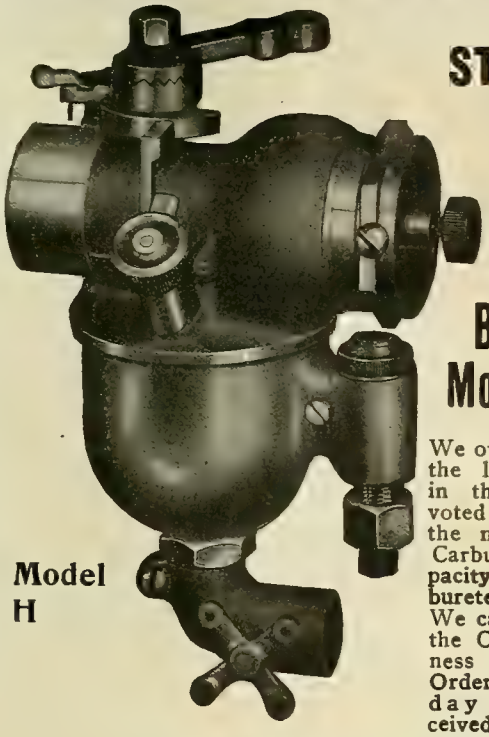


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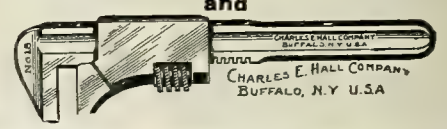
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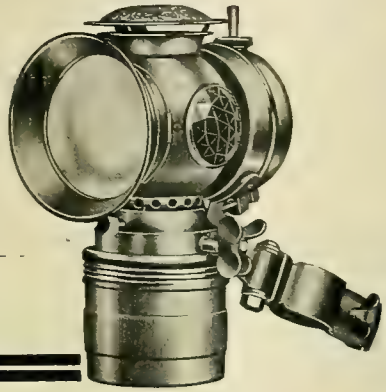
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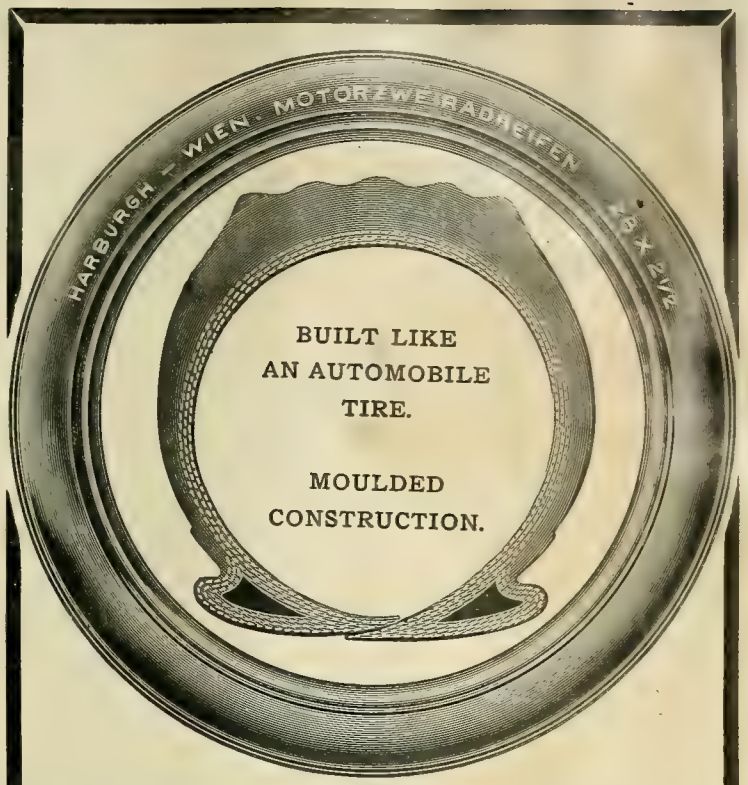


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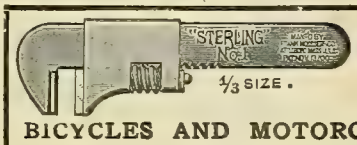
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BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.

17 Warren Street, New York.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
Pennsylvania Rubber Co.
Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
Lake Shore Rubber Co.
B. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Kokomo Rubber Co.
International Automobile & Vehicle Tire Co.
Morgan & Wright.
Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Get the Specifying Habit!

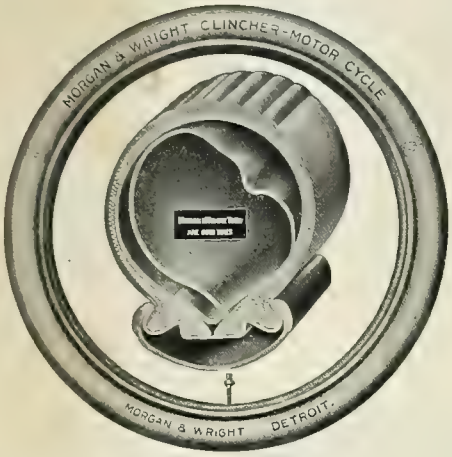
SPECIFY



IT "PAYS BIG"

Kokomo Rubber Co., Kokomo, Ind.

FAMOUS GOOD TIRES



Corrugated Tread



Bailey Tread

MORGAN & WRIGHT MOTORCYCLE TIRES ARE MADE OF WOVEN AUTO FABRIC

That fact alone ought to commend them to motorcylists as superior tires, for it is but a reasonable claim that a motorcycle tire built on the same plan and out of the same material as an auto tire will stand the racket better than one built along the lines of the bicycle tire designed only for light work.



THE POPULAR BASKET WEAVE TREAD

(Ready for delivery about July 15th)

Three Other Strong Points:

Puncture Resisting Qualities

The best quality of rubber and the most scientific method of manufacture will not enable a tire to resist punctures. It's the fabric that does it. The heavy woven fabric used exclusively in Morgan & Wright tires reduces the danger of punctures to a minimum.

Ease of Manipulation

Our casings are made in the shape they will assume when in use. This insures that the pressure when they are inflated will be exactly equalized at every point. Moreover, it can be readily seen that a casing which is already in the shape it is desired to assume is much more easily manipulated than a casing which must be shaped by hand as you apply it to the rim.

Ease and Permanence of Repairs

Repairs on a woven fabric tire can be quickly and permanently made because the severed threads are held in position by the cross weave, thus relieving the strain on the ruptured part.

MORGAN & WRIGHT, Detroit

$13 WORTH FOR $8

Pending the issuance of our catalog, and on receipt of $8, we will ship to any address one each of

Our Latest and Most Superb Productions

List Price $9

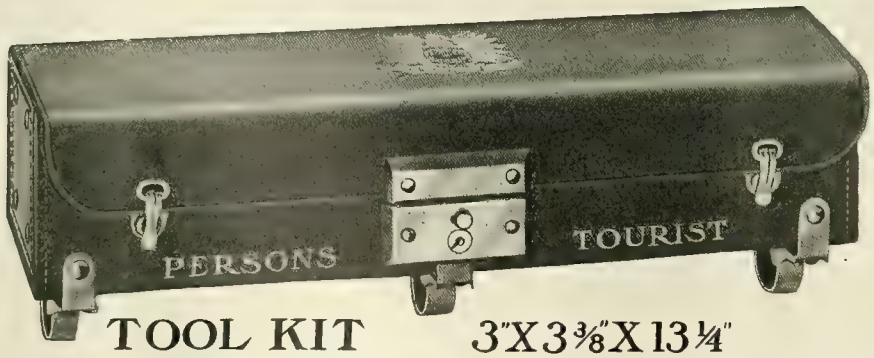


List Price $9

PERSONS CHAMPION MOTOR SEAT
LENGTH 12½" WIDTH 13¼" DIVIDED THROUGHOUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. —AVOID— IMITATIONS

AND

List Price $4



List Price $4

TOOL KIT 3"X3⅜"X13¼"
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

In other words, we will ship both articles for less than the price of one.

IF YOU RECOGNIZE AN UNUSUALLY GOOD THING WHEN YOU SEE IT, NOW IS THE TIME TO "GET BUSY." THE OFFER MAY REMAIN OPEN TWO WEEKS OR TWO MONTHS. AT OUR OPTION.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.

JUVENILE BICYCLES



Do you, as a dealer, realize the importance of pushing the sale of bicycles to children?

¶ When a child has once had a jackknife it can never get along without one, and when a child has had a bicycle, it will continue to ride as it grows up.

¶ The sale of a Juvenile bicycle almost always leads to the sale of an adult machine.

¶ Fay Juvenile bicycles are just what the children want—they are strong, rigid, easy running, and they are made on dainty lines, in proper proportions, and nicely finished.

¶ Dealers should take advantage of this business now. It's the vacation season and the children have more time for riding.

¶ We have a few special bargains in Juvenile bicycles which we are prepared to offer, subject to stock, at prices which will give you a little more than the usual liberal profit.

Order at once, or send for catalogue and information regarding summer bargain sale.

DEALERS WHO DO NOT RECEIVE OUR JUNE BARGAIN LISTS SHOULD WRITE AT ONCE

POPE MANUFACTURING CO., Hartford, Conn.

The Position of the Reading Standard Co. With Respect to Motorcycle Races

¶ Competitive trials of motorcycles showing the good and bad points of different makes of machines, are beneficial not only to the purchasing public, but to the manufacturers, as they tend to the attainment of the highest state of excellence in the art.

¶ But the races having for their purpose the displaying of mechanical monstrosities in which every other quality is sacrificed to showing the speed attainable under the manipulation of professional riders, are a very different thing and we think it proper to state explicitly that—

¶ The Reading Standard Company is not a manufacturer of professional racing machines. The name "Reading Standard" was adopted deliberately to express the idea that the machines manufactured by the company should be standard in every essential respect; standard as to speed on the public roads; standard as to economy; standard as to to safety and endurance, and standard as to general efficiency.

¶ If this company were to undertake to compete in the manufacture of professional racing machines, it would give a good account of itself, because it is far easier to make a machine in which everything is subordinated to speed, than to make a machine in which all the essential elements of goodness are found in well-balanced proportions.

¶ Our purpose is to produce day in and day out nothing but first-class stock machines.

¶ We are not only willing, but eager to compete with any and all manufacturers of motorcycles in the world, on the basis of an every day machine selected at random from stock.

¶ The Reading Standard asserts with confidence that tried by the sound and sensible tests above specified, it has a machine that will stand up against the best stock machine produced in the world.

READING STANDARD COMPANY

Reading, Pa.

Diamond

TIRES



The significant fact is that once a dealer sells the

Diamond

line of tires,

HE KEEPS ON SELLING THEM

We don't know any dealer who is in business for the fun of it.



THE DIAMOND RUBBER CO., Akron, Ohio

NOTICE

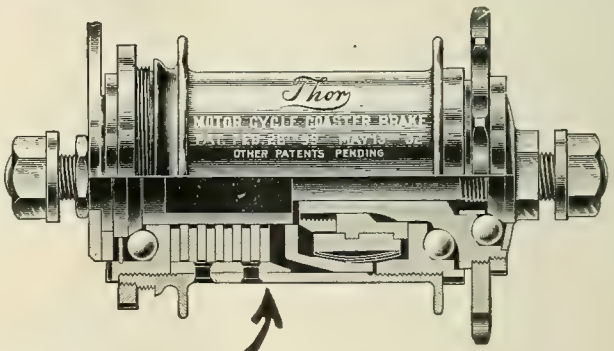
To Assemblers and Manufacturers of Motorcycles:

Thor **MOTOR COASTER BRAKES**
AND
MOTOR FRONT HUBS

are built on the same principles and designs as the well-known *Thor* Bicycle Hubs and Coaster Brakes. They are

QUALITY PRODUCTS

Note the **Friction Washers:** These give the *Thor* more braking surface than any other Coaster Brake on the market. Safety of the rider is the **vital point** of a Motor Coaster Brake





Note that the *Thor* Motor Front Hub is **Simplex design.** Ball races and shell **one piece,** giving **maximum bearing surface** for ball race.

We have other *Thor* Motor Component Parts, such as Compensating Sprockets, Seat Post Expanders, Hangers, etc., that may interest you.

AURORA AUTOMATIC MACHINERY COMPANY
Aurora, Illinois

Empire Motorcycle Tires

THE Empire Motorcyle Tire is designed and constructed throughout with a view to making it the most serviceable tire on the market. All the materials in its construction are of the best quality, and properly adapted to the work required of this type of tire.



This tire is made for the regular clincher rim, as shown by illustration. It is so constructed that it is more easily handled than any other make of motorcycle tire, and it is, therefore, almost impossible to pinch the inner tube. This means a saving of a great deal of annoyance to the rider, and a saving of expense as well.

WE make two styles of inner tubes, endless and butt-end. The butt-end tube is of the greatest convenience for use in the rear wheel of a motorcycle, permitting the changing of tubes without removing the wheel from the frame.

Both the endless and the butt-end styles are furnished in two grades and



weights of rubber. The Empire gray tubes are of the standard thickness and weight, and made from fine Para rubber. The Empire Peerless tubes are made from red rubber, and are very much thicker, heavier and stronger than gray tubes. The Empire Peerless red tubes are put through a special process, which prevents deterioration. These are the best tubes that have ever been offered for motorcycle use.

EMPIRE AUTOMOBILE TIRE COMPANY

TRENTON, N. J., U. S. A.

NEW YORK- Broadway & 73d St.; 148 Chambers St.
CHICAGO—29 La Salle St.; 1301 Michigan Ave.
DETROIT—242 Woodward Ave.
BOSTON—292 Dorchester St.
BUFFALO—724 Main St.
PHILADELPHIA, PA.—Penn Auto Supply Co.
ATLANTIC CITY—Penn Auto Supply Co.
JACKSONVILLE, FLA. Savell Rubber Co.
DENVER, COL. Denver Auto Goods Co.
SEATTLE, WASH. Fobes Auto Supply Co.
ATLANTA, GA. Dunham Rubber Co.
PROVIDENCE, R. I. Waite Auto Supply Co.
NEWARK, N. J.—Empire Tire & Supply Co.

G & J

Indianapolis Double Clinch Motorcycle Tires

SUPREME!

They were the tire equipment of the Winners of BOTH DIAMOND MEDALS

The F. A. M. Endurance and Reliability Contest on June 29–30 was the most severe test on tires ever held in the country. In Class A—G & J tires were the equipment of the machine that won the only DIAMOND MEDAL.

In Class B—G & J tires were the equipment of the machine that won the only DIAMOND MEDAL.

G & J Indianapolis Double Clinch Tires are the kind for YOUR Machine

G & J TIRE CO.

INDIANAPOLIS, IND.

IN THE F. A. M. ENDURANCE AND RELIABILITY CONTEST

as strenuous a road test of motorcycles as ever occurred, there could be, in Class B,

But One Score Better Than 1000 Points

and a

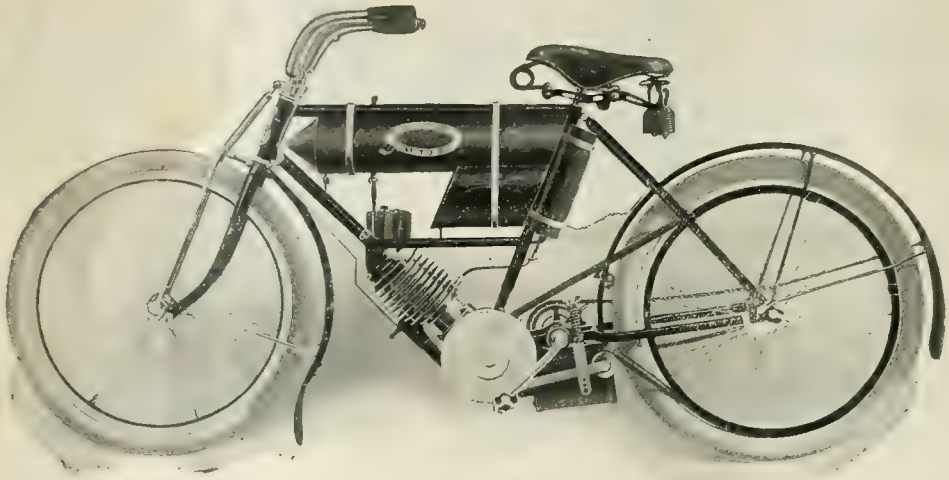
3½ H. P. Harley-Davidson Got It

THE ONLY 1000 + 5 SCORE

the highest figure of merit, was made by Walter Davidson—the plus 5 being earned for consistent performance—which means running as regularly as a watch, up and down rough, steep mountains and through all sorts of roads. There was no blemish anywhere. In the hill tests and the brake tests, in endurance and reliability, the Harley-Davidson proved as unfailingly true as truth itself.

If a Motorcycle of that sort is the sort that interests you, write us.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.



THE AUTO-BI

Wins First in Five Mile Event at Wilkes-Barre

With Private Owner Riding

Not to know the virtues of the "'08" AUTO-BI proclaims you as not up-to-date on motorcycles.

Three full horsepower.
A noiseless belt that does not stretch.
Truss spring forks.
Long wheel base.

2½-inch G & J Tires and hollow rims, in fact, everything that goes to make an ideal up-to-date motorcycle.

Don't experiment with untried products, get an AUTO-BI—the

Pioneer American Motorcycle

Yes, we want live Agents.

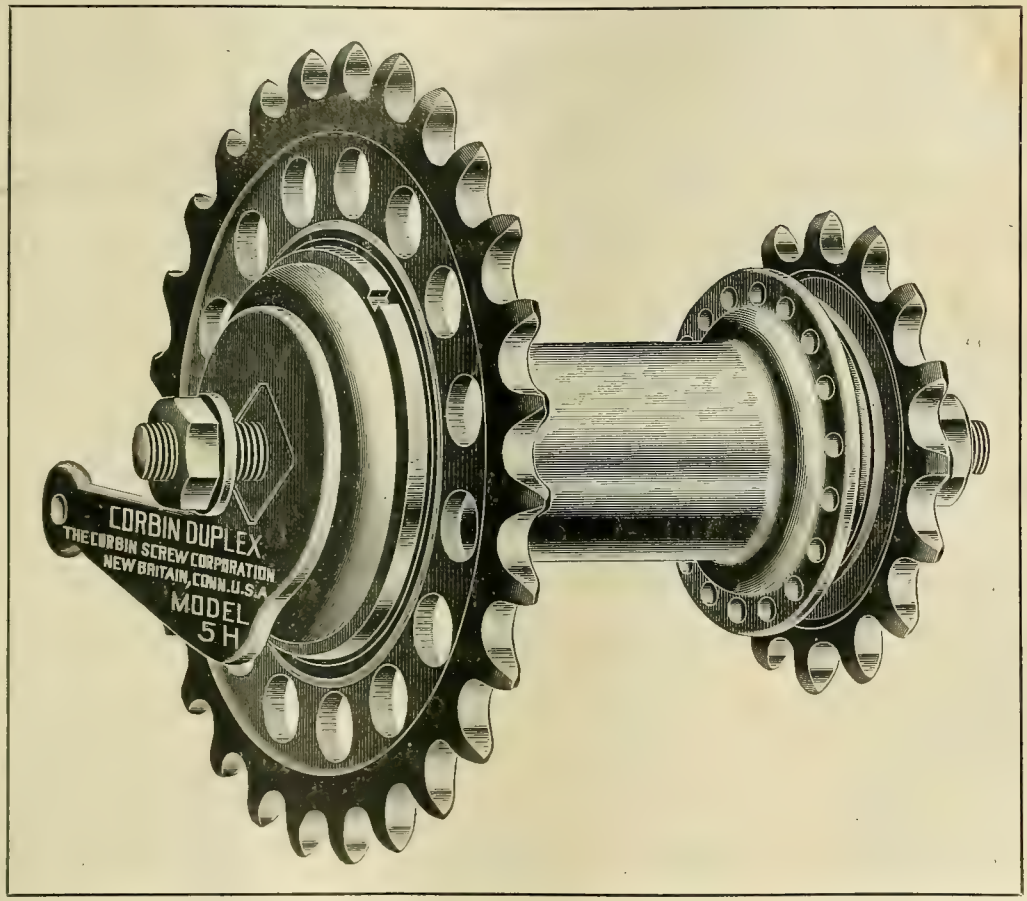
THE AUTO-BI CO., 1443 Niagara St., Buffalo, N. Y.

As usual

Corbin Motorcycle Coaster Brakes

outnumbered all others in the F. A. M. endurance, hill climbing and braking contest.

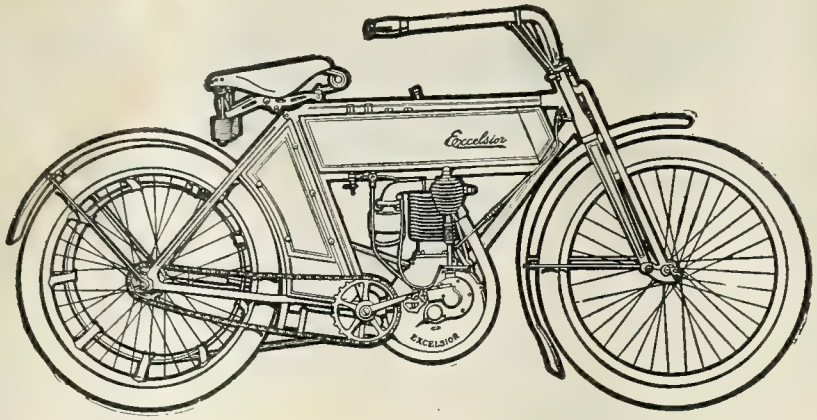
T. K. Hastings won the private owners' diamond medal in Class A, with a



CORBIN

The reason is not far to seek. The Corbin gives continuous satisfaction. It requires more than a "pretty good" coaster brake to stand the long sustained test of motorcycle usage.

CORBIN SCREW CORPORATION, New Britain, Conn.



¶ To the casual examiner all motorcycles may look pretty much alike.

¶ The experienced user knows that the things that really count are on the inside.

¶ The EXCELSIOR AUTO-CYCLE is good inside and out.

¶ We claim and stand ready to prove our claim that in the Excelsior Auto-Cycle is both the best material and the best workmanship ever put in a motorcycle.

¶ Add to this CORRECT DESIGN and real practical improvements such as FREE MOTOR, LOW, COMFORTABLE SADDLE POSITION, POSITIVE GRIP CONTROL and a SILENT, VIBRATIONLESS MOTOR, and you have a machine that gives all the comfort and road qualities of a touring car at a cost of maintenance too slight for consideration.

¶ Write for our new catalog, M. C. 20.

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

233-237 RANDOLPH STREET, CHICAGO, ILLINOIS

1,000 Points for the Curtiss

in Class A—for private owners. A. Carlton, of Hillsdale, Mich., a private owner of a two-cylinder Curtiss, made a perfect score in the F. A. M. Contest.

1,000 Points for the Curtiss

in Class B—A. D. Cook, of Hammondsport, N. Y., with a two-cylinder Curtiss, made a perfect score in Class B. (Last year Cook on the Curtiss made the only perfect 1,000 point score).

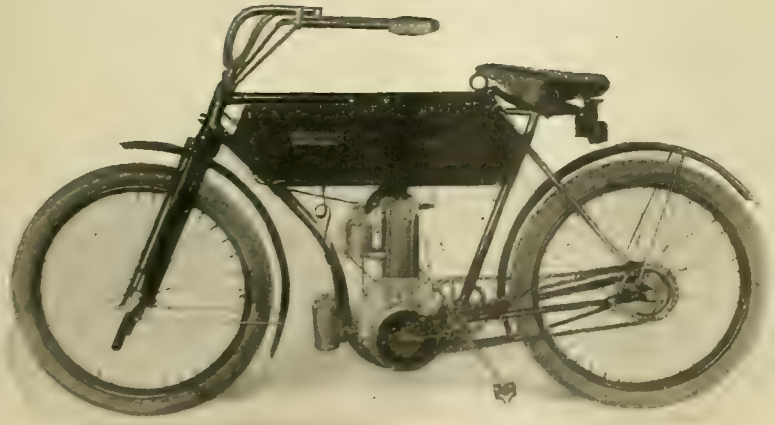
Just two of the two-cylinder Curtiss motorcycles were entered in the contest — one in each class. Both made perfect scores.

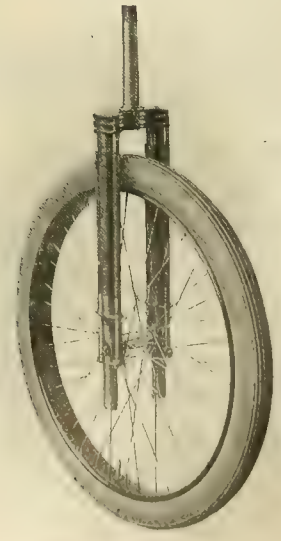
SEE THE CURTISS BEFORE BUYING

G. H. CURTISS MFG. CO., Hammondsport, N. Y.

The Torpedo Motorcycles

LEAD THE WORLD





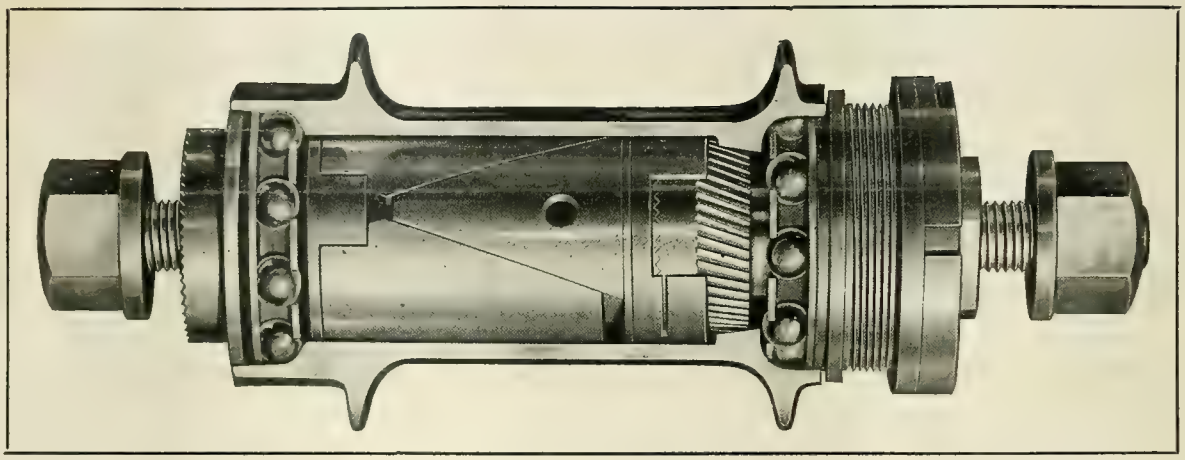
The proof for this is that other manufacturers are following our ideas as near as possible. The Torpedo's exclusive features are as follows: Torpedo low loop frame and low saddle position, Torpedo spring fork, Torpedo 4 in 1 tank, Torpedo double muffler, and the Torpedo was the first to adopt the 26-inch wheels in the United States. Why not buy a Torpedo and get a machine which is up-to-date? Write for catalogue.

THE HORNECKER MOTOR MFG. CO., Geneseo, Illinois

It's Great—But Small

THE

MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, July 4, 1908 | No. 15

FIRST AMERICAN OPPOSED MOTOR

New Auto-Bi Model Presents Radical Departure—Low Suspension and Compactness Its Characteristics.

No little surprise was occasioned this week when it became known that the Thomas Auto-Bi Co., Buffalo, N. Y., is preparing to introduce a new, two-cylinder model which qualifies for the distinction of being the first and only American motor bicycle mounting a horizontal opposed motor. While many details of this model have not as yet been made public, sufficient is known of its characteristics to stimulate a great amount of interest in it. So far as the construction of the front forks, main portion of the frame, and the transmission by chain-belt are concerned, the usual Auto-Bi features are retained. The novelty centers about the motor and its suspension in the machine.

Contrary to all precedent, so far as is known, the motor is mounted entirely below the bottom bracket, the proper amount of clearance being secured by employing a special rear fork construction without drop. A cradle of tubing is formed to surround the motor, which is necesarily of such length as barely to leave the required clearance between the cylinder heads and the two wheels. The bottom tube of the frame is curved to substantially a radius concentric with that of the front wheel, while the top tube is horizontal and joins the lower end of the head tube. A short diagonal brace runs from the head to the top tube, while a second reinforcing member takes the form of a truss bar, bisecting the middle panel of the frame. The tanks and ignition outfit are given a suitable mounting in the upper and lower sections of the frame.

Of the motor itself, its compact arrangement, and the low center of gravity which its position ensures, are striking points. It is rated at 5 horsepower, and its piston displacement just comes within the limit of 61 cubic inches. The carburetter is mounted centrally, over the crank case, while all connections are remarkably short and simple. The outside fly wheel feature is retained.

By virtue of the almost perfect balance which is brought about by the opposed arrangement of the cylinders, as well as its low position in the machine, the element of vibration is said to have been reduced to a negligible quantity. The arrangement of the frame, also permits the popular low saddle and close-to-the-ground position, so that in operation, the machine promises to be uncommonly easy to manage and smooth riding.

Harley-Davidson Running Double Time.

Although his company recently doubled its facilities, Walter Davidson, of the Harley-Davidson Motor Co., Milwaukee, Wis., who was a visitor to the F. A. M. meet in New York this week, says that it has lately been found necessary to run the plant on double time with night and day shifts, to fill orders for his motorcycles. The demand is such, indeed that further extensive enlargements of the factory are now under way to meet the expected business of the 1909 season.

Miami Again Adding to Its Capacity.

To meet the demand for increased manufacturing facilities created by its entrance into the construction of jobbing bicycles, the Miami Cycle & Mfg. Co., Middletown, O., has been forced to increase the capacity of its plant. As a result of this no less than 100,000 square feet of additional floor space will be available for use by the 1st of next January. Much of the new machinery which will be required has been ordered already for later installment.

Goodyear Establishes Cleveland Branch.

The Goodyear Tire & Rubber Co. has established a branch store at 2005 Euclid avenue, Cleveland, Ohio. It will, of course, carry a full stock of the Goodyear tires.

PATENTS AS PRICE PROTECTORS

Their Legal Effect as Remedy for Rate Cutting not Generally Appreciated—Court Rulings on the Point.

How to maintain prices, which is but another way of saying how to prevent price cutting, has been a problem with which manufacturers have had to struggle for its solution ever since the commercial world has been forced to harbor so called "bargain houses," and shysters who offer "cut-rates" as an inducement to that class of purchasers, who foster the belief that something can be had for nothing or next to nothing.

A method of maintaining prices which has stood the test in court has been found by the makers of the Weed chain tire grip, who sell their product with the conditions of sale printed on the bags containing the goods and on a metal bound card attached to the bag, and also to the chains. These conditions are as follows: "Licensed for use and sale only when sold to the public at the price marked upon the bag." That these conditions are legally binding upon the sellers of the device was shown when a fine of $100 was last month imposed by Judge Ward, sitting in the United States District Court in New York City, on a "cut rate" firm, for violating an injunction previously issued, restraining them from selling the Weed device at less than the price fixed by the manufacturers of it. In issuing the temporary injunction which the "cut raters" violated, Judge Ward said: "The proofs make it quite clear that the defendant has bought from jobbers and is selling the grip at lower prices, with full knowledge of the conditions which the complainant has placed upon their sale and use, and is standing upon its right to sell what it buys at any price it chooses. This cannot be done under the decision in Hester Fastener Co. vs. Eureka Specialty Co., 77

F. R. 288 followed in this court in Cortelyou vs. Johnson, 145 F. R. 933. The defendant being really a licensee cannot dispute the validity of the complainant's patent.

In discussing the subject a few days since, T. F. Bourne, 220 Broadway, New York, a counsellor who makes a specialty of patent and trademark causes, and who has handled several such cases for manufacturing concerns, remarked that the average patent owner has not more than a very superficial knowledge of the great power in respect to the fixing and maintenance of prices which the patent gives to him. In fact, Mr. Bourne talked so interestingly to the Bicycling World representative that he was induced to reduce his views to writing. These views constitute a fund of information that should serve to stiffen many backbones in the bicycle industry. Mr. Bourne says:

"The Supreme Court of the United States, in E. Bement & Sons vs. National Harrow Co., 168, U. S. 70, said:

"'The very object of these laws is monopoly, and the rule is, with few exceptions, that any conditions which are not in their very nature illegal with regard to this kind of property imposed by the patentee, and agreed to by the licensee for the right to manufacture or use or sell the article, will be upheld by the courts. The fact that the conditions in the contracts keep up the monopoly or fixed prices does not render them illegal.

"'The provision in regard to the price at which the licensee would sell the article manufactured under the license was also an appropriate and reasonable condition. It tended to keep up the price of the implements manufactured and sold, but that was only recognizing the nature of the property dealt in, and providing for its value so far as possible. This the parties were legally entitled to do. The owner of a patented article can, of course, charge such prices as he may choose, and the owner of a patent may assign it, or sell the right to manufacture and sell the article patented, upon the condition that the assignee shall charge a certain amount for such article.'

"With respect to the Interstate Commerce Act, the Court said:

"'But that statute clearly does not refer to that kind of a restraint of interstate commerce which may arise from reasonable and legal conditions imposed upon the assignee or licensee of a patent by the owner thereof, restricting the terms upon which the article may be used and the price to be demanded therefor. Such a construction of the act, we have no doubt, was never contemplated by its framers.'

"It is thus seen that patentees have a particular and peculiar monopoly which they may exercise to their best advantage. The foregoing decision was followed in John D. Park & Sons Co. vs. Hartman, 152 Fed. Rep., 24, where the court said:

"'That articles made under patents may be the subject of contracts by which their use and price in sub-sales may be controlled by the patentee, and that such contracts, if otherwise valid, are not within the terms of the act of Congress against restraints of interstate commerce or the rules of the common law against monopolies and restraints of trade, is now well settled. . . . .

'The patent grants an exclusive right to use, to make, and to sell. The patentee may grant, if he will, an unrestricted right to make and sell or use the device embodying his invention, or may grant only a restricted right in either the field of making, using, or selling. To the extent that he restricts either one of these separable rights, the article is not released from the domain of the patent and any one who violates the restrictions imposed by the patentee, with notice, is an infringer.'

"It is well established that where a dealer or jobber, or even a licensee, under a patent breaks the terms of the contract he entered into relative to the patented article, he may be sued as an infringer of the patent.

"In National Phonograph Co. vs. Schlegel, 128 Fed. Rep., 733, the Court said:

"'An unconditional and unrestricted sale by the patentee, or by a licensee authorized to make such sales, of an article embodying the patented invention or discovery, passes the article without the limits of the monopoly, and authorizes the buyer to use or sell it without restriction; but to the extent that the sale is subject to any restriction upon the use or future sale the article has not been released from the monopoly, but is within its limits, and, as against all who have notice of the restriction, is subject to the control of whoever retains the monopoly. This results from the fact that the monopoly is a substantial property right conferred by law as an inducement or stimulus to useful invention and discovery, and that it rests with the owner to say what part of his property he will reserve to himself, and what part he will transfer to others, and upon what terms he will make the transfer.'

"In Edison Phonograph Co. vs. Kaufmann, 105 Fed. Rep., 960, the Court said:

"'I cannot doubt that the complainants have the right to sell their patented phonographs with the restrictions and upon the conditions contained in their "jobber's agreement," and that dealers buying the patented instruments from the jobbers with notice of those restrictions and conditions are bound thereby.'

"Thus, the owner of a patent who manufactures and sells a patented article may reserve to himself, as an ungranted part of his monopoly, the right to fix and control the price of the patented article at which jobbers or dealers buying from him may sell to the public, and a dealer who buys from a jobber with knowledge of such reservation, and re-sells in violation of it, is an infringer of the patent, and it was under this doctrine that the chain grip case referred to above was decided.

"There is another point in patent law of importance to manufacturers of patented articles, and that is the restrictions a manufacturer may place upon the use of the goods. The manufacturer may restrict the use of the patented articles, by giving proper notice, of other parts to be used in connection with the patented article, even though such parts are not patented. This has been sustained by the United States Courts, in Heaton-Peninsular Button-Fastener Co. vs. Eureka Specialty Co., 77 Fed. Rep., 288; in Rupp & Wittgenfeld vs. Elliott, 131 Fed. Rep., 730, and other cases. In the first named case the licensee was given the right to use the machine only in connection with unpatented staples furnished by the plaintiff, and it was held that the owner of the patent had the right to sell such machines subject to the condition that they should be used only with fasteners manufactured by him. The machines were sold and not leased, yet the Court held that the purchaser of the machines under such circumstances would be in effect a mere licensee, and the use by him of the machines contrary to the conditions imposed would be not only a breach of the contract but a violation of the monopoly for which an injunction suit would lie. It was also held that the manufacture and sale by another party, to the users of such machines, of staples which were intended to and only could be used therein was a contributory infringement and would be enjoined. The United States Supreme Court has cited this case with approval.

"In the Rupp case machines were licensed by the patent owner with restrictions that they could be used only with wire purchased from such owner; the wire was especially adapted for the machines and put upon certain reels, and the sale of wire by others adapted and intended for use in these machines, with knowledge of such use, was prohibited. In this case the Court said:

"'The mere sale of wire which might be used in the Elliott machines, or for some other non-infringing use, would by no means constitute the appellants infringers. It is the sale of wire adapted to the infringing use, with the intent and purpose that it shall be so used, which constitutes contributory infringement.'

"In Tubular Rivet & Stud Co. vs. O'Brien, 93 Fed. Rep., 200, it was held that where the owner of a patent for setting lacing studs licensed the use thereof on condition that the licensee should only use studs manufactured by the licensor, such studs not being patented, it was an infringement for the licensee to use the machine for setting studs obtained from others in violation of the license, and it was further held that a third party who sells to the licensee studs of his own manufacture, knowing that they are to be used in the patented machine, in violation of the terms of the license and intending that they should be so used, is guilty of contributory infringement, and will be enjoined.

"This doctrine of contributory infringement is very important to patent owners."

APRIL SHOWS SMALLER DECLINE

Less Abrupt Shrinkage of Exports than in March—Gains in Six of the Geographical Divisions.

As was the case with the statistics of bicycle exports for the month of April last, the returns for May show a smaller loss when compared with the corresponding figures for 1907, than do those of the month previous. In other words, for a second time, the long-continued decline in the foreign market is found to be less abrupt than before. The actual loss for the month amounted to $25,207. It was distributed over 12 divisions of the field.

Counteracting this effect, the other 6 divisions showed gains ranging from Mexico's $5,500 appreciation, to that of "Other South America," which was a trifle under $500. "Other Asia and Oceania," and British Australasia gained, respectively, $4,000 and $2,000, in round numbers. Of those countries in which the decline was most marked, the United Kingdom again led with $19,100, roughly speaking, while Germany, with $7,265, France, with $3,632, and Belgium, with $3,168, furnished important contribution to the downward movement.

Considering the totals for the 11 months ending with May, the effect is seen to have been deplorably great. The total falling away in exports for this period amounts to $339,406, while the loss since 1906, still referring to the 11-month periods, has been no less than $533,580. Six divisions furnished a check to the movement, however. They were, British Australasia, British North America, Mexico, Italy, "Other West Indies and Bermuda," and Cuba. The gains for the first three, during the period in question, were respectively, $13,000, $8,880 and $7,700, in round numbers. On the other side of the balance, the United Kingdom again figures with greatest prominence with a loss of nearly $180,000. "Other Europe" with $123,300, and Japan, with $33,400, are the second and third in significance. The report in detail follows:

Cycles and parts of:— Exported to:—	May— 1907	1908	Eleven Months Ending May 1906	1907	1908
United Kingdom	$24,577	$5,441	$206,129	$268,118	$88,927
Belgium	4,548	1,380	23,852	25,518	22,827
France	3,932	300	37,161	35,891	22,275
Germany	7,352	3,087	78,750	35,799	29,016
Italy	1,089	712	33,202	20,398	26,094
Netherlands	3,310	3,098	123,810	34,588	28,490
Other Europe	5,771	4,200	233,273	190,337	67,002
British North America	8,727	6,243	58,501	48,318	57,104
Mexico	4,541	10,113	80,975	83,743	91,498
Cuba	5,208	4,252	34,980	35,803	40,302
Other West Indies and Bermuda	956	2,329	19,949	18,476	24,093
Argentina	2,022	280	14,730	18,225	12,819
Brazil	816	21	8,418	11,000	6,765
Other South America	575	1,064	15,001	17,804	14,718
Japan	17,512	15,027	179,538	130,527	96,066
British Australasia	4,577	6,220	87,140	75,293	78,318
Other Asia and Oceania	919	4,941	28,021	22,124	17,921
Other countries	415	932	12,777	10,071	8,392
Total	$96,847	$69,640	$1,276,207	$1,082,033	$742,627

N. S. U. Opens Chicago Branch.

In order to meet the growing demand for N. S. U. machines from the South and West and to facilitate deliveries, the N. S. U. Motor Co., of 206 West 76th street, New York, recently have opened an agency at 1551 Michigan avenue, Chicago, Ill. Besides a full stock of N. S. U. machines, this agency will carry a complete line of duplicate parts and accessories, including Shamrock Gloria Belts and Peter Union Tires. Mr. Kicherer, of the N. S. U. Co., recently stated that the popularity of the N. S. U. had increased so rapidly in the Western states that he was obliged to open this branch.

The Utica agency for N. S. U. motorcycles has been secured by F. A. Bowen. This additional branch of the N. S. U. Motor Co. has been opened in the central part of the state in order to meet the great demand for N. S. U. motorcycles in that vicinity. Bowen also will carry a full line of N. S. U. parts and accessories.

Wheel Steering for Motorcycles.

Ever restless, the British inventive mind is determined upon making the motorcycle as nearly a motor car as possible and as little a bicycle as possible. The several "Bi-cars" on the English market are examples of this bent. A more recent and equally cogent example is found in a new steering gear, which consists of a veritable steering wheel, linked to the head of an ordinary bicycle frame by means of a couple of rods attached to a short cross bar, and mounted in an inclined position above the top tube, "just like a real automobile."

The Retail Record.

Whitestone, N. Y.—E. C. Spitz, discontinuing business.

Reading, Pa.—Samuel Saylor, new store at Tenth and Oley streets.

Galion, Ohio—A. G. Flanery, opened new store at 118 East Main street.

Lockport, N. Y.—F. B. Searles (Lockport Phonograph Co.); petition in bankruptcy. Assets, $3,913.95; liabilities, $6,321.96.

THE MUFFLER EXPLOSION EVIL

How It Abets the Open Muffler Nuisance—Possibility of Amelioration by Improved Design.

While the crusade for the abolition of the open muffler nuisance has been rewarded with a marked degree of success, it is plain to see that its purpose is being defeated in some measure by the tendency of many machines to "popping" in the muffler when throttled or shut off. The fact that this disagreeable noise comes on usually when the machine is being ridden through traffic and when it is most desired to reduce its noise as far as possible, makes it evident that here is a point of attack which the makers should not ignore in striving for the betterment of the machine, even though the prevalence of the difficulty may be due at present largely to the carelessness of the rider.

Three causes of popping or exploding in the muffler may be assigned as the chief and only reasons for its existence. In the first place, when the throttle is so contrived that the quality of the mixture is varied as the throttle position is altered, there is danger that when cut down, too weak a mixture to fire may be drawn into the cylinder. As it is not fired, it is carried over into the muffler, where the first actual explosion in the cylinder, causes a hot exhaust flame to be discharged into it, which "sets it off." A second cause arises in machines where a lifter is used, and when the lifter is not raised completely from its seat. The result is that a small amount of suction is retained, so that a small charge is pulled into the cylinder at each suction stroke, but one which is, in most cases, too weak to explode. The result is the same as in the previous case. A third cause arises either from faulty ignition, causing misfires, or from the sudden cutting off of the ignition for a moment or two, while negotiating traffic.

In either case, it is plain to see that the carburetter is the real source of the trouble, since if it were so contrived that it yielded a perfect mixture under all circumstances, there would be small cause of muffler explosions, while if it were so contrived that the motor might be throttled down to very low speed without missing explosion, the necessity of cutting out the spark temporarily in order to reduce speed, would be done away with.

Many machines are entirely free from this nuisance when properly adjusted. Others are subject to it only when handled in a certain way, as when slowed down by cutting out the spark. Evidently, the careful rider may do much, by correct manipulation, to obviate the difficulty. At the same time, if it be possible for the makers to reduce the evil, it is evident they should make every effort to do so.

EXTRAORDINARY TIRES



at ordinary prices is a not inapt description of

AJAX TIRES

¶ Very many of the men who sell bicycles and of those who ride them already have discovered the great truth. A two-cent stamp will assist your discovery.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

PIERCE CYCLES

TRIED AND TRUE

Highest Grade Bicycle On the Market Today

BECAUSE—

1st—It is built and backed by the largest and the oldest factory in the United States.

2d—Of its adaptability to any and all conditions.

3d—Of its perfect design. It is built on lines ahead of other bicycles and every part is made with the utmost care to insure the rider that under him he has a mount which is reliable in every detail.

4th—Of the guarantee that is given—the factory standing absolutely behind it and willing to make good any defect in manufacture—not only for the present, but for years to come.

5th—Thousands have ridden it in the past and have been satisfied, and we are sure you can be also by riding the PIERCE "TRIED AND TRUE."

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

AGENTS WANTED ALL OVER THE WORLD

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NEW YORK, JULY 4 1908.

The Prevention of Price Cutting.

That price-cutting, which is the first step toward, if not complete demoralization of the trade, then to an upset which is very like it, may be held in check by wise handling of patent holdings, is an idea which may be novel to many members of the trade, even though they themselves have suffered from it, and striven against its evil influences. How successfully it may be combatted, and by what means, is given in the very suggestive account of the proceedings sucessfully instituted by the manufacturers of the Weed chain tire grip, published elsewhere in this issue.

The letter patent affords an inventor sole title and control in the absolute and monopolistic sense, over the tangible results of an idea which was original with him. By virtue of his ingenuity and persistency in bringing it into merchantable condition, the law affords him a just reward for his labor, and his right to assert his ownership over it, is unquestionable. Furthermore, the courts of justice always are ready to uphold it.

However well the weapon of patent law may be wielded against the infringing manufacturer, the price-cutter's practices frequently are permitted to go unchecked for a long time, merely because the remedy by which they may be combatted is not turned in the right direction. Price cutting is a poison in the heart of the trade which must not be permitted to spread. There is small difference, logically, between the man who makes and sells an article to which he has no legal right, and the man who sells the product of another, which he is restrained from making, and at a price which undermines the other's business, and diverts into his pocket a meagre profit which is his only by virtue of sharp practice—an increment earned by illegitimate means. The article previously referred to conclusively proves not simply that "where there's a will, there's a way," but that the "way" in this case, is a lawful and effective one, which lies ready to use in the hands of many makers.

Endurance Contests for Bicyclists.

In the account of the Beacon street endurance run for bicycles, which is narrated elsewhere in this issue, may be discovered the germ of a bright idea which should not be allowed to pass without comment. The element of interest which attaches to any form of competition is an asset which never should be lost sight of by the organizers of such events, and especially not when they concern the bicycle. As has been pointed out frequently in these columns, it is very desirable that interest in bicycle competitions of all sorts should not be permitted to lapse or grow stale through too constant repetition of the classes of event which have been familiar for many years. Whatever may be the value of a road race or a century run, that value cannot be enhanced by overdoing. Going over the same course repeatedly breeds monotony, and the same sorts of contest which have been run for years, run and rerun from week to week, from month to month, tend to the same effect, whatever may be their intrinsic value.

The fact that novel features are not always easy to invent; that the new ideas are scarce, makes the importance of bringing them out all the stronger. It is perfectly possible to contrive a wide variety of contests on lines which, even yet, have not been explored. All that is required is a little ingenuity and patience. If, as is the case with the small boy's race, which points the moral in this instance, the scheme of the contest, even its detailed arrangement, have been borrowed from another line of sport, what does it matter?

Similarly, contests of skill and endurance of various other kinds may be contrived—gymkhanas, pursuits, cross-country runs, in which the contestants must carry their wheels over fences and walls for short distances; and simpler contests run upon a formula basis in which the rider's weight, the gear, and the weight of his machine and his time, figure by set rules.

It is not that the familiar forms of competition are losing in value or prestige, or that they are not to be encouraged. The point is that play ceases to be play, and recreation ceases to renew, just so soon as the novelty wears off, and a point is reached where everyone is able to foretell just about what everyone else is going to do or think at any given instant.

The element of chance involved in new and untried systems of scoring and riding also has its value. The lottery of life is its most fascinating feature. Just so the sort of contest which is best adapted to keeping both contestants and spectators "guessing" as to the outcome, only provided it leaves room for skill and strength to play their proportionate part, is the sort of contest which is calculated to assist in maintaining interest in bicycling competitions.

After some twenty years in dealing with bicycle news and affairs, the Scottish Cyclist is quite taken unprepared by the word "referee" as used in American bicycle racing. For the benefit of its readers it takes a few hazards as to what this peculiarly Yankee term may mean, but warns its followers that such efforts are at best only guesses.

"We are not quite sure what a referee is," it explains, "but so far as we can make out the term is American for judge, while the officials denominated judges would be called umpires here."

To assist enlightenment across the sea, it may be said that the referee, in America, is the man responsible for the general conduct of a race meet, to whom are referred all the heavy questions as to the running of the events, giving judgment as to protests, the disqualification of competitors, and the punishment of rule violators, while the judges simply declare the respective positions of the riders at the finish. In this respect their judgment is final. But in all other respects the referee is "cock o' the walk."

NEW YORK TO CHICAGO TOURISTS

Six Teams and Two Free Lances in F. A. M. Contest—"Beauty Prize" for Neatest Rider and Machine.

As a fitting supplement to the events which have characterized the official program of the present "motorcycle week," the F. A. M. Western District's touring contest, which will start from the Hotel Empire, Sixty-third street and Broadway, at 7 o'clock Monday morning, 6th inst., is the first regularly organized, extended motorcycle tour ever undertaken in this country.

The tour is for manufacturers and club team competition, as well as for private owners. The chief trophy for the winning team will be a $500 cup given by the Chicago Examiner. In addition to the chief prize a diamond medal will be given by H. F. Alofsin, of Chicago, to the rider whose machine and personal appearance is adjudged to have been the most meritorious. The purpose of this trophy is to encourage the contestants to maintain an appearance which will be a demonstration that motorcycling is a pastime that can be indulged in without causing its participants to become unduly dirty.

Alofsin, who is the official tourmaster, is at the Hotel Empire, where official headquarters have been opened. He will have entire charge of the riders during their 1,100 miles ride. The first day's run probably will be over the 140 miles to Albany. The daily average of the trip, however, is to be about 100 miles. There will be no Sunday riding. The only Sunday en route will be spent in Cleveland, Ohio.

The final entries are as follows:

Excelsior team—J. S. Woodworth, Chicago; N. C. Trumpour, Chicago; Arthur Lyons, Chicago.

Thor team—C. S. Hinckley, Aurora, Ill.; Fred Huyck, Chicago; R. W. Du Sell, Aurora, Ill.

Light team—G. W. Sherman, Pottstown, Pa.; Harry Lake, Pottstown, Pa.; F. O. Ericson, Brooklyn.

Indian team—S. T. Kellogg, Springfield, Mass.; George N. Holden, Springfield, Mass.; Bert S. Barrows, Springfield, Mass.

Merkel team—Edward Buffum, Milwaukee, Wis.; J. A. Turner, Chicago; W. P. White, Malwaukee, Wis.

R-S team—George C. Smith, Reading Pa.; E. T. Banes, Philadelphia, Pa.; William Benley, Reading, Pa.

Unattached—George W. Lyon, Chicago, on Torpedo; Joseph De Salvo, Chicago, on Armac.

Wei[illegible] Join Cameron Abroad.

At the eleventh hour Louis J. Weintz, of the New [illegible] Athletic Club, has been chosen to compete in the bicycle races to constitute a part of the Olympic games program in London this week. George G. Cameron, of the Irish-American A. C., sailed on Thursday, and until yesterday it looked very much as though he would be the only rider to represent America. At the very last minute, however, extra efforts were made to have Weintz go abroad and he will sail this morning. It was shown that Cameron will have a much better chance of winning with the assistance that Weintz will give him, than if he rode alone and had the strong combinations to cope against single handed. Weintz will sacrifice himself to help Cameron in all the sprint races, while Cameron is expected to assist Weintz in the long distance race. As Weintz is a plugger of more than ordinary ability the combination should prove a good one.

Four More Racycle Bicycle Clubs.

Four new Racycle bicycle clubs were organized during last month, with an aggregate initial membership of no less than 135 riders. That known as "No. 4," was instituted at Alpena, Mich., where E. D. Wesson is agent, with a membership of 39. Sixteen names comprised the list of the Stillwater, Okla., club, which is known as No. 5, and which was established by John Rooks. At Ottumwa, Iowa, L. S. Chidester formed Club No. 6, with 30 members, while the club at Springfield, Ill., which petitioned respectfully for the designation of No. 13, in defiance of the laws of chance, started under the management of John H. McCrea with 50 names.

Globe Girdlers Reach Rochester.

Robert Hellmich and Wildom George, two bicyclists who are undertaking a tour around the world for a $5,000 purse which is to be divided between them in case they succeed in completing their enterprise, had gotten as far as Rochester, N. Y., at last accounts, where they were being entertained by the Rochester Turn Verein. The pair left Paris on their long journey on May 16th, and having completed their first lap on the deck of a steamer, departed from New York in real earnest, on June 14th.

Salt Palace Saucer to be Repaired.

As the result of several accidents that have occurred already this season from splinters the Salt Palace saucer track will be resurfaced at once. The present surface is only two seasons old and appears to be in good condition, but nevertheless slivers are started in some way and the riders have suffered greatly therefrom this season. The new surface will be of soft pine which will not splinter so easily.

Hastings to Ride Abroad Again.

Theodore K. Hastings, of the Flatbush section, Brooklyn, will sail to-day for England. Hastings will run the risk of professionalizing himself by competing in the Land's End to John O'Groat's trials of the Automobile Club. He will ride a twin Indian.

COMING EVENTS

July 1, 2, 3, 4, New York City—Federation of American Motorcyclists' annual meet.

July 2-4, Manasquan, N. J.—Manasquan Park Speedway Association's 48 hours amateur team race; open.

July 4, Riverside, Cal.—Riverside Motorcycle Club's race meet.

July 4-5, San Francisco, Cal.—Race meet at Tanforan track.

July 4, San Diego, Cal.—San Diego Motorcycle Club's race meet at Lakeside track.

July 4, Newark, N. J.—Holiday meet at Newark velodrome.

July 4, Newburgh, N. Y.—Bathgate Motorcycle Club's race meet on Bathgate oval.

July 4, Baltimore, Md.—Crescent Bicycle Club's race meet at Clifton Park.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race, open; track meet at Elliott's park.

July 4, Buffalo, N. Y.—Buffalo Athletic Association's bicycle - motorcycle - athletic meet at Kenilworth Park.

July 4, Los Angeles—Opening meet on eight lap saucer track at Seals Garden park.

July 4, Hamilton, Ohio.—Hamilton Cycle Club's 20 miles handicap road race and track meet; open.

July 4, Chicago, Ill.—Chicago Cycle Dealers' Association's 25 miles handicap road race; open.

July 4, Boston, Mass.—Holiday meet at Revere Beach saucer.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25 miles handicap road race; open.

July 4, Tampa, Fla.—One mile State championship and 10 miles handicap road race; open.

July 4, Paterson, N. J.—Federation of American Motorcyclists' annual championship race meet at Paterson Stadium.

July 5, St. Louis, Mo.—Southwestern Racing Association's postponed bicycle and motorcycle hill climbing contests on Kimmswick hill.

July 5, San Antonio, Texas—San Antonio Cycle Club's 10 miles handicap road race over Mission loop.

July 6, New York City—Start of F. A. M. Western District's touring contest.

Pine Hills Boys Form a Club.

The "T. J. B." bicycle club, established for the boys of the Pine Hills district, Albany, N. Y., has been organized with these officers: Major, Ernest V. Hoit; captain, Charles F. Gladding; lieutenant, Gail Todd; sergeant, Kenneth Du Bois; corporal, William Sheldon. All local residents over 15 years of age, are eligible.

FIFTEEN PERFECT SCORES IN F. A. M. ENDURANCE CONTEST

Protest Based on Alleged Error in Distance of Second Day's Route Renders Possible Only Provisional Awards of the Diamond Medals — Extra Points for Most Consistent Performance Serve to Break Ties.

CLASS A—Private Owners.

SUB-DIVISION 1A—SINGLE CYLINDER MACHINES.

	Mount.	Score.		Mount.	Score.
J. A. Turner, Chicago.....3	Merkel	980	E. T. Banes, Philadelphia..... 3	R-S	975

SUB-DIVISION 2A—MULTI-CYLINDER MACHINES.

	Mount.	Score.
T. K. Hastings, New York City....5	Indian	1,000+5

	Mount.	Score.		Mount.	Score.
A. G. Chapple, New York City.....6	N. S. U.	1,000	A. Carlton, Hillsdale, Mich.....6	Curtiss	1,000

CLASS B—Amateurs Engaged in the Trade.

SUB-DIVISION 1B—SINGLE CYLINDER MACHINES.

	Mount.	Score.
Walter Davidson, Milwaukee, Wis..3½	Harley-Davidson	1,000+5

	Mount.	Score.		Mount.	Score.
William C. Chadeayne, Buffalo, N.Y.3	Auto-Bi	1,000	Charles Ruck, New York City.....2¼	Indian	1,000
F. A. Baker, New York City.....3½	Indian	1,000	Edward Buffum, Milwaukee, Wis...3	Merkel	1,000
W. H. Latham, Boston, Mass.....3	Merkel	1,000	George F. Mack, Reading, Pa.....3	R-S	1,000

SUB-DIVISION 2B—MULTI-CYLINDER MACHINES.

	Mount.	Score.
J. A. Schleicher, Mt. Vernon, N. Y..5½	N. S. U.	1,000

	Mount.	Score.		Mount.	Score.
J. F. McLaughlin, New York City..6	N. S. U	1,000	Geo. N. Holden, Springfield, Mass..5	Indian	1,000
Albert D. Cook, Hammondsp't, N. Y.6	Curtiss	1,000	Earle L. Ovington, New York City..5	F. N.	1,000

What thought is uppermost in the minds of some of the intending participants in a motorcycle endurance contest aptly was illustrated by the experience of Herbert A. Githens, the G & J tire representative, on the eve of the Federation of American Motorcyclists' endurance and reliability contest, which occupied Monday and Tuesday last, June 29 and 30.

Githens had arrived at Catskill, N. Y., the starting point, late Sunday afternoon. When he sought quarters, the best he could obtain was a cot in a room which was shared by three of the entrants. It was very late when Githens retired. He had not more than blown out the gas, when one of his unknown room mates filled the midnight air with melody of the buzzsaw variety. Githens promptly reached over and nudged him in the ribs. It had no effect. He nudged again and still again. There was the same lack of result. The snoring continued with scarcely an interruption. Finally, Githens delivered what might be called a stiff jab. The snorer moved.

"How far is it to New York?" he mumbled, as he turned over and resumed his interrupted snore.

What thought is uppermost in the brain of some men when they are nearing the finish of a day's run, was exemplified by the conversation which occurred between one of the competitors and one of the unbadged officials while both were awaiting the ferry at Nyack, after the Catskill mountains had been left far behind.

"The men who picked out this route ought to be compelled to ride over it," disgustedly ventured the dust covered and weary contestant, who was hopelessly in the ruck.

"They've been over it twice," was the unconsoling response.

"Well, I don't see any pleasure in it," rejoined the dust begrimed individual.

"What do you think an endurance contest is—a century run or a boulevard ride? Do you know the meaning of the word 'endurance'?"

"Yes—" this rather reluctantly.

"Well, that's exactly what this contest is?"

Almost unnecessary to say, it was the young man's first essay. There were a few others like him, of course; but most of those who started in the F. A. M. contest labored under no delusion as to its character. They had engaged in at least one previous contest and were aware that the route, the distance, the schedule, and the incidental tests are designed to fulfil the official definition, i. e., "To test the endurance, skill and judgment of the competitors, and the capability, endurance and reliability of the motorcycles they use, and the consistent performance of both."

How it fulfilled it partly is shown by the table of results.

Ever since one of the competitors in one of the earlier and easier contests pleaded for "a man's contest"—and got it the following year—there never has been any question about the manfulness of each succeeding struggle.

In some respects this week's contest was even more strenuous than the memorable ride of 1904, up one side of the Hudson river from New York to Albany, N. Y., and down the other side, and thence through the sandpits of Delaware and Maryland which are termed roads. On Monday, the 61 men who left Catskill penetrated the heart of Rip Van Winkleland—the Catskill range. They described almost three parts of a circle before they emerged therefrom. This part of the route was almost "virgin soil," so far as motorcycles are concerned. Few of them ever had traversed it before. The first 20 miles are up, up, up. East Windham, one of the "high spots," is approached by a long, winding grade fully three miles long. It is intersected by numerous "thank ye ma'ams," and some of the pitches of this particular hill are so steep that many of the parlor type of mo-

SOME OF THE CONTENDERS IN THE F. A. M. ENDURANCE CONTEST.



1. Thomas, Roberts, and Davidson, Diamond Medal winners (Harley-Davidsons). 2. Holden, Kellogg, and Barrows, (Indians). 3. Huyck, Sicard, and Du Sell (Thor). 4. Lake, Suddard, and Jarmie (Light). 5. The Kentuckians, Hughes, and Ogden (Indians). 6. Woodwotrh, Trumpour, and Lyon (Excelsior). 7. Ovington (F. N.). 8. Chapple, Voelker, and McLaughlin (N. S. U.). 9. Latham, Buffum, Turner, and Merkel (Merkels). 10. Seidell (R-S).

torcyclist after seeing them would be likely to write the homefolk glowing tales of "35 or 40 per cent. grades." Of course, only a few of them are as much as half of that, but they are steep enough for even a seasoned rider to remember for at least several days. The view from East Windham is so glorious that many of those who competed on Monday paused in their flight to absorb the panorama outspread before and far below them. And the hill climbing does not end there. Not until the descent begins after leaving Haines Falls, 39 miles from Catskill, does the road begin to drop, and when it drops, it drops even more sharply than it wound upward. No one who traverses the route ever will forget the four miles descent of Palenville Mountain. It is





LINED UP FOR THE START FROM CATSKILL

enough to make a timid man's hair stand on end. Within the first half mile, there are several 20, and 25, and at least one 30 per cent. grade, and the road is so winding that not much more than a walking pace is possible. Further down, the road fairly cleaves the mountain in twain. Great walls of rock are on either side. The road from Catskill to Palenville is no boulevard. It is ordinary mountain road and though it has a hard bottom, in dry weather the surface is loose. It was loose on Monday last. It is a country and a road that caused round faced, rosy cheeked Fred Voelker, one of the competitors, who came from Germany only a few months ago, to throw up his hands in dismay, when he first traveled it two or three weeks ago.

"There's nothing like it in all Germany," he declared vigorously. "They won't believe me at home when I write and tell them what it is like."

But Voelker was a proud German Monday evening, and a prouder one Tuesday night. He "survived" the two days' contest as superbly as anyone.

Of the sixty-five entrants, sixty-one started. Frank M. Dampman, No. 13, by the way, who was booked to ride a 1¼ N. S. U., lightweight, was not among the number; he had injured his wrist while cranking an automobile. Each of them had reported the previous evening to Chairman Henry J. Wehman, who with his fellow committeeman, Harold Fletcher, and R. S. Morton, the latter of whom supervised the hill climbing tests on both days, inspected, sealed and numbered each machine. The men were dispatched in the order of their numbering in groups of four at one-minute intervals, the first man being given the word at 6 a. m. Despite the early hour, the larger portion of the population of Catskill was present to view the proceedings. Incidentally, the inhabitants of every farmhouse in the mountains, also were out of doors awaiting the coming of the unusual "show." While big New York was only casually interested, the country folk were keenly concerned.

Before the last cloud of dust had disappeared, the representatives of three tire manufacturers, the G & J in a six-cylinder National, the Empire in a six-cylinder Thomas, and the Morgan & Wright, in a four-cylinder Crawford, followed in pursuit. Each was keenly interested in the result and extended the helping hand several times during the course of the day, and of the one following. Messrs. Hendee and Hedstrom, of the Hendee Mfg. Co., in a six-cylinder Stevens-Duryea, were also present to see the start. They did not follow the competitors through the mountains, but took a short cut and met them at Saugerties.

Chairman Wehman and Harold Fletcher also took a short cut; but not to Saugerties. They stationed themselves near Kaatsban, where they hid behind a bush and subjected the competitors to the first emergency braking test. It was fun for Wehman and Fletcher, but not all of the riders thoroughly enjoyed the surprise of a man suddenly popping out in front of them and waving a green flag. A few of them grew wise to what was going on and approached so slowly that they were specially singled out for similar tests on Tuesday. A party of children also served to hinder the entire success of Wehman's "trap." When they discovered what was going on, they made haste down the road and told a number of the tailenders to look out for a man with a flag who was in hiding. The following day, on Long Island, Wehman disguised himself as a farmer, and wearing an immense straw hat and "galluses" thus was able to work to better advantage.

Thirty feet was set as the limit within which competitors must stop to avoid the penalization of five points for overrunning that distance. Some wonderful stops were recorded; some wonderful as to quick braking and others as to picturesqueness of action. So far as is known, but one brake was injured, Woodworth's, which required that he take it down and reassemble his rear wheel. He stopped within the 30 feet limit on the first, but the subsequent proceedings cost him and his fellow Chicagoians, Lyon and Trumpour, valuable points at the Newburg control. They stopped to help him fix things and the repair consumed so much time that they arrived late.

The puncture demon began operations soon after the start of the contest. He was ably assisted in his devilish work by several short stretches of road which were torn up for repairs. These places required the competitors to jump a trolley track and ride between the rails. The track itself was rather high and was the cause of a number of spills. Barrows, Kellogg and Holden were among the early victims of punctures.

Kellogg also broke an exhaust valve and Barrows sustained a fall which broke his grip control. Swenson, who throughout the run developed a propensity for keeping in front where the dust would not worry him, also had a bad fall which tore the skin off one of his thumbs and left it raw and bloody.

The first man to go out was Pritchard, a private owner from Buffalo, who rode an



CATSKILL PANORAMA VIEWED FROM EAST WINDHAM

Auto-Bi. He broke a pulley shortly after leaving Catskill. Darwin (Reliance) also was forced out soon after.

Wilkinson, of Providence, another private owner, suffered a spill soon after starting, which cut his hands so badly that several stitches were required to close the wound. He persevered, however, only to be bowled out later.

John Benders, of Philadelphia, riding a Harley-Davidson, minus pedals, was the victim of the worst accident of the day. He ran into a stone patch and both of his tires exploded at the same moment and he fell in such a position as to sustain a rupture.

Between East Windham and Haines Falls, there is an uprearing of Nature that designedly played a large part in the F. A. M. endurance contest. It is termed Hensonville mountain. Its steepest part is the last quarter mile. The worst pitch, 22 per cent., is near the top and describes an abrupt curve and the surface is rather loose, but it was made a trifle better by the interested country folk, who in anticipation of the contest had picked off many of the larger stones, had swept off two large boulders that they might be seen the better, and in a crude way had sprinkled the surface in an effort to allay the dust.

It was on Hensonville mountain that the first smudges were placed on the scores of many of the contenders. A. D. Cook, (6 Curtiss), who on the same machine, won the diamond medal last year, was the first man up, and he went up without a flicker. He is used to such roads and hills. B. A. Swenson (3½ Indian) followed Cook. The strong, daring, good-natured Rhode Island Swede had had a bad tumble a few miles below, and he flickered early and badly. He stopped before reaching the bad turn. Afterwards, he said laughingly, he had been disconcerted by the sight of a big fat woodchuck grinning at him — he thought it was Rip Van Winkle come to life. F. A. Baker (3½ Indian), and E. M. Hughes (5 Indian), a heavy weight from far-off Kentucky, sailed up easily, but the latter's touring companion, A. F. Odgen (5 Indian), dropped 50 points; he stalled his engine. Davidson, Robinson and Thomas, on Harley-Davidsons, made the ascent one after the other without trouble. Schleicher was the first of the N. S. U. squad to go up smiling. Voelker, Chapple and McLaughlin, also on N. S. U.'s, also smiled. They fairly waltzed up and were never in doubt. They had two-speed gears, which are mighty handy things to have in such regions as the Catskills. Joe Merkel on a big 7 horsepower Merkel had so much power that he actually cut off even on the stiffest rise and made it without turning an eyelash. George H. Ruck, with an equally big Minerva, stopped dead. Banes (3 R-S), was the first man to pedal over the top; he thereby saved 15 points and proved



MAKING THE ASCENT OF HENSONVILLE MOUNTAIN



STIFFEST "RISE" ON HENSONVILLE

wiser than a number of those who followed him and who did not begin to kick early enough. Kellogg (5 Indian) went up as if such hills were a daily diet, as did the veteran, George N. Holden, but, sad to tell, the skilful Bert Barrows, Holden's side-partner, and the winner of last year's diamond medal for "singles," staggered all over the road, ran wide into the ditch and fell sidewise; it was not until later that it was learned that a hard toss earlier in the day had put his grip control out of commission and placed him at a disadvantage Hastings (5 Indian), the 1907 diamond medal private owner, had preceded Barrows and also pedaled or walked, and others made the ascent in fine style, but unquestionably the most picturesque climb was made by Woodworth (Excelsior). When he slowed at the turn, he loosened his belt and obtaining a free engine effect, he removed his long legs from the pedals and did not pedal but "paddled" with his feet against the ground—the equivalent of pedaling—and thus reached the top. A. S. Lyon, also on an Excelsior, similarly "two-speeded" his engine by skilfully releasing his belt and with his engine thus "racing," he made as pretty a climb without penalty as was seen during the day. Trumpour tried the same thing, at least, so overheated its brakes that the wheels locked fast and it was compelled to remain at a standstill for some time until the brakes cooled. Incidentally, it is a fact that none of the automobiles could live with the motorcycles on the steep upgrades. There never was a time when the little machines did not run away from the big ones, the need of the latter for gear-shifting and for slowing up at all waterbreaks, having, of course, something to do with the case.

It was at Kaatsban, which is practically at the foot of the Catskill range, that one of the amusing spectacles of the contest was



AT THE FOOT OF THE HENSONVILLE GRADE

with his score intact. Buffum, Turner and Latham, on single Merkels, had done the same thing.

E. L. Ovington, discoverer of F-Nitis, who had dispensed with pedals and rigged up a cooling fan, came up the grade well stooped and looking tremendously serious. He went slowly round the turn and crawled over the last "thank ye ma'am" and stopped two yards beyond the finish flag. W. F. Mann, who followed him, and who had not removed his pedals, used them vigorously and thereby reduced his penalty to 25 points. R. B. Lawson (R-S) was crowded by a team on the turn and fell. He was given a second trial and "made good." Tuckey (R-S), the 200-pounder, Constant, Seidell, Mack and Root, also on R-S's, lost no points; nor did Jarmie (Light), or Chadedyne (Auto-Bi), but Bewley (R-S), pedaled, and Suddard (Light), who admitted that the road was not to his liking, plainly was discomfited and began walking early. Others but was not as quick on the trigger and "foozled."

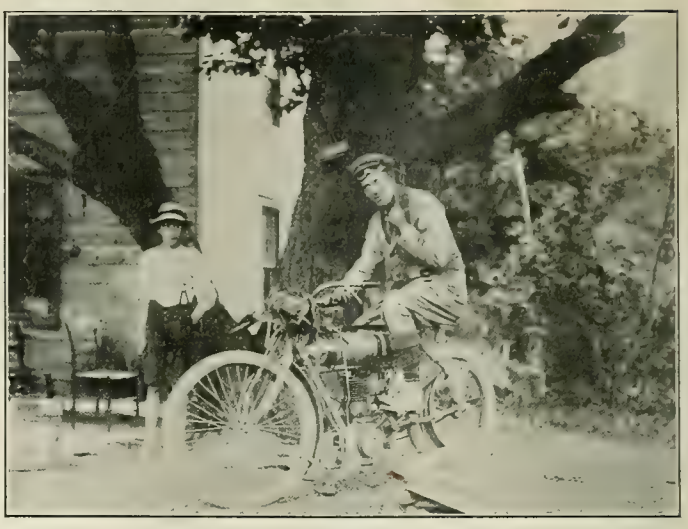
After leaving Hensonville mountain, the grades were not so steep and comparatively little trouble was experienced. One of the few sufferers was William Bewley (R-S), of Reading, Pa., who struck a rock which badly buckled his rear wheel. He limped into Haines Falls control, however, and there, by skilful workmanship, straightened out the damage, although the injured wheel subsequently gave him more trouble.

The descent of Palenville mountain, which begins a short distance from Haines Falls, was made in safety. Everyone had been warned of its dangerous character and none took undue chances. Most of the men pulled their switch plugs to reduce the possibility of "happenings." Not all of the automobiles which followed the run were as successful as the motorcycles in making the descent without trouble. One of them, witnessed. W. H. Wray, Jr., (Simplex), who, like very many other old riders, had, oddly enough, failed to equip their machines with stands, ran into ignition difficulties. He was hard put to it to find a means with which to suspend his rear wheel in order that his spark might be tested, but at a farmhouse he finally secured a long, heavy chain which he threw over the limb of a cherry tree, and thus was able to lift the rear wheel off the ground. The sight of him pedaling while hanging on to the chain for dear life was one to provoke broad grins. He found his spark after a while, but in Saugerties, a few miles beyond, his magneto again "struck work" and he finally "chucked" the contest and with his machine trained to New York.

It was near Kaatsban, also, that a storm which had threatened for an hour or more began to break. The rain fell gently at first, somewhat relieving the dust, and likewise the intense heat which prevailed.



GOLDEN SUFFERS A PUNCTURE



WRAY "FINDING HIS SPARK"

Later a brisk downpour set in and drove a few of the riders to cover. Wemple, of Owego, N. Y., was one of them. He had had some trouble which had just been overcome, but he preferred the loss of points to a wetting.

"It's too wet for me," he shouted from a shelter beneath the spreading branches of a tree.

The majority of the men, however, pressed on despite the rainfall, which lasted nearly a half hour.

In a wet spot near Kingston, Ogden, the Springfield, Mass., suffered valve trouble, broken exhaust valve. He limped into Kingston on one cylinder, and later had tire troubles which served to add to the dents which had already been placed in his score.

It was near Kingston, too, that Kothe, of Suringfield, Mass., suffered valve trouble, and it near at that point that Rudd, of Hammondsport (Erie) had such a peck of trouble with a seized piston, due to a hot engine, that he failed to figure in the final result.

Near Newburg, where a puncture again halted him, Kothe, who had also been bothered with loose spokes and a cracked rim, found a companion in misery in Wilson, of Shelton, Conn. Wilson, who had previously broken an exhaust valve and was likewise troubled with loose spokes, and whose rear tire had blown out, before reaching Palenville, had more tire trouble nearing Newburg. The pounding ultimately cracked



WHEN THOMAS HELPED ROBERTS

his frame and forced him to quit between Newburg and Nyack.

At Newburg, the road left the shores of the Hudson River and penetrated the Ramapo Valley. The road is good if winding, and troubles were few.

One of the troubled ones was Suddard (Light) who brought up short near Tuxedo by a seized piston. He was at a loss until some one suggested kerosene as a remedy. The remedy proved so effective that he got going again short afterwards and finally reached New York. He was, however, very, very tired.

It was near Tuxedo that Thomas (Harley-Davidson) lost many valuable minutes by waiting for his business partner, Roberts, who had suffered a big cut in his tire casing. Thomas was induced to leave his companion when the G & J car appeared on the scene and helped Roberts out of his scrape. It was after leaving Tuxedo that another Harley-Davidson man, Alex Klein, went down and out. The breakage of a part of his valve mechanism, which permitted a piece of metal to fall into his timing gear, was the cause of his undoing.

Suffern practically marks the end of the Ramapo Valley. Thereafter some fairly stiff climbing in the highlands of the Hudson marks the route to Nyack. At one right-angled fork, the road goes two ways to Nyack—the better route is the longer one





ON THE TREACHEROUS PALENVILLE MOUNTAIN

and so far as can be discovered, every one followed the shorter and poorer road, which includes two miles of very deep sand in which there are many hidden rocks. Some of the men fairly wallowed in it, and had trying times; the better and more daring riders fairly charged through it. Jarmie (Light) was one of those who wallowed. He fell and broke a crank, but nevertheless came into Nyack awheel about 6:30 p. m. Unfortunately for him, one of the officials who had followed most of the course, had seen Jarmie and his machine in a wagon in the sand patch, as had one of

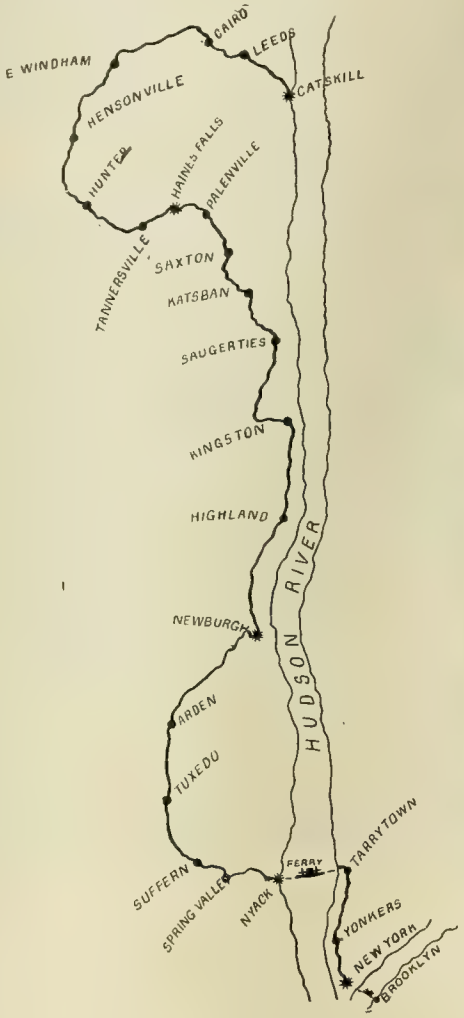


CHAIRMAN WEHMAN

the contestants. George W. Sherman, manager of the Light company's motorcycle department, also had followed the route in one of the tire cars, and he reached the ferry at Nyack at about the same time. When he heard of Jarmie's action, he took the latter to task and though he was disposed to be evasive, to Sherman's everlasting credit be it said that he promptly "suggested" to Jarmie that it were wise for him to hurry home by train.

At Nyack it was necessary to cross the Hudson by ferry to Tarrytown, and to equalize matters an arbitrary stoppage of one hour was imposed on all contestants. It caused a few of the belated ones to fret and fume, but their fuming served no purpose.

The run from Tarrytown to New York is over good if billowy roads and was made practically without incident. The first arrivals were due at the finishing point, Hotel Empire, Broadway and Sixty-third street, at 6.32 p. m. But the first competitor to be distinguished was not the man first due to complete the 174½ miles journey. He was B. A. Swenson, who had persisted in his "specialty" of reaching controls first, his perfect score having gone to ruin when he failed on Hensonville mountain. He was fully a half hour ahead of time, and he quickly darted out of sight around a corner. Referee Douglas recognized him, however, but as the control flag



FIRST DAY'S ROUTE

had not been placed in position, he gave Swenson the benefit of the doubt and when later the Rhode Islander made an official appearance he permitted him to register as being on time. The next day Swenson pursued the same tactics and ran home six minutes too soon. This time the flag was flying, the referee was again on deck and Swenson threw up his hands and paid the penalty—two points for each minute he was "too previous."

After registering, the men were sent under escort to Pflieger's storage station in Brooklyn, where their machines were deposited and kept under guard until the start of the second day's run from that point the following morning at 6 o'clock.

Generally speaking, it was a very tired lot of men who retired Monday night. At least two of them were still so weary the following morning that they failed to answer the call. They knew when they had enough, and of the 46 who started from



FRED A. BAKER

Brooklyn on the 180 miles circuit of Long Island, not all started at their appointed times, although no allowances were made for their tardiness. Some of these men, too, were not so larky as they were 24 hours earlier, nor were all of the machines quite so fresh and full of power. The long pull over the mountains had been a severe test, and some of the competitors who had pounded their mounts regardless of consequences and who had not given strict attention to lubrication paid the penalty on Tuesday.

By comparison with the route of the day before, the circuit of Long Island was al-



SECOND DAY'S ROUTE

Summary F. A. M. 1908 Endurance Contest

CLASS A—Private Owners.

SUBDIVISION 1A—SINGLE CYLINDER MACHINES.

Score in Points.	Competitor.		Mount.	Displacement.	Tires.	Brake.	Trans.	Ignition.	Haines Falls, 39 Miles.	Newburg 103 Miles.	Nyack 152.5 Miles	New York 174.5 Miles	Patchogue 231.9 Miles	Riverhead 269.6 Miles	Brooklyn 356.4 Miles	Hill Climb	Brake Test	Total Penalties
980	J. A. Turner, Chicago, Ill.	3	Merkel	26.96	Empire	Morrow	Belt	Bosch	4	0	0	0	0	0	16	0	0	20
975	E. T. Banes, Philadelphia, Pa.	3	R-S	22.02	G & J	New Dept.	Chain	Splitdorf	0	0	0	0	0	0	0	**20	5	25
959	N. C. Trumpour, Chicago, Ill.	3¼	Excelsior	26.84	M. & W.	Morrow	Flat Belt	Splitdorf	0	11	0	0	0	0	0	25	5	41
925	G. C. Cameron, Buffalo, N. Y.	3	Auto-Bi	26.96	G & J	Corbin	Chain Belt	Dow	10	0	49	6	0	0	0	10	0	75
608	Russell Smith, Scarsdale, N. Y.	3½	Indian	26.96	G & J	New Dept.	Chain	Pittsfield	17	0	0	0	98	67	210	0	0	392
	L. P. Thornley, New York, N. Y.	3½	Indian	26.96	G & J	Corbin	Chain	Pittsfield	0	0	0	8	0	0	out	10		
	F. E. Wilkinson, Providence, R. I.	3½	Indian	26.96	G & J	Corbin	Chain	Pittsfield	0	0	0	0	out			25		
	Francis M. Yewdell, New York, N. Y.	3½	Bradley	30.25	G & J	Thor	Flat Belt	Bosch	11	14	115	out				25		
	W. A. Kothe, Springfield, Mass.	3½	Indian	26.96	G & J	Corbin	Chain	Pittsfield	0	88	out					0		
	S. B. Pritchard, Buffalo, N. Y.	3	Auto-Bi	26.96	G & J	Corbin	Chain Belt	Dow	out									
	P. G. Darwin, Oswego, N. Y.	3	Reliance	26.96	M. & W.	Morrow	Belt	Pfanstiehl	out									

SUBDIVISION 2A—MULTI-CYLINDER MACHINES.

1,000	T. K. Hastings, New York, N. Y.	5	Indian	38.61	G & J	Corbin	Chain	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	A. G. Chapple, New York, N. Y.	6	N. S. U.	48.10	*G & J-Sham.	Band	Belt	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	A. Carlton, Hillsdale, Mich.	6	Curtiss	53.92	*G & J-M. & W.	Morrow	V-Belt	Pittsfield	0	0	0	0	0	0	0	0	0	0
978	Percy Drummond, Newark, N. J.	4	Indian	35.16	G & J	Corbin	Chain	Special	22	0	0	0	0	0	0	0	0	22
865	A. J. Ogden, Ashland, Ky.	5	Indian	38.61	G & J	Corbin	Chain	Splitdorf	32	48	0	0	0	0	0	50	5	135
	George M. Wilson, Shelton, Conn.	5	Indian	38.61	*G & J-G & J	Corbin	Chain	Splitdorf	18	87	out					25		

CLASS B—Amateurs Engaged in the Trade.

SUBDIVISION 1B—SINGLE CYLINDER MACHINES.

1,000	Walter Davidson, Milwaukee, Wis.	3½	Harley-Davidson	30.13	G & J	Thor	Flat Belt	Dow	0	0	0	0	0	0	0	0	0	0
1,000	Wm. C. Chadeayne, Buffalo, N. Y.	3	Auto-Bi	26.96	G & J	Corbin	Chain Belt	Dow	0	0	0	0	0	0	0	0	0	0
1,000	E. A. Baker, New York, N. Y.	3½	Indian	27.00	Empire	Corbin	Chain	Splitdorf	0	0	0	0	0	0	0	0	0	0
1,000	W. Harris Latham, Boston, Mass.	3	Merkel	26.95	Empire	Morrow	Belt	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	Charles Ruck, New York, N. Y.	2¼	Indian	17.58	G & J	Corbin	Chain	Splitdorf	0	0	0	0	0	0	0	0	0	0
1,000	Edward Buffum, Milwaukee, Wis.	3¼	Merkel	30.50	Empire	Morrow	Belt	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	G. F. Mack, Reading, Pa.	3	R-S	22.00	G & J	Thor	Chain	Pittsfield	0	0	0	0	0	0	0	0	0	0
995	Fred Voelker, New York, N. Y.	3¾	N. S. U.	27.70	Peter.	Band	V-Belt	Eiseman	0	0	0	0	0	0	0	0	5	5
993	A. G. Lyon, Chicago, Ill.	3¼	Excelsior	26.84	M. & W.	Morrow	Flat Belt	Pittsfield	0	7	0	0	0	0	0	0	0	7
980	R. W. Du Sell, Aurora, Ill.	3	Thor	19.30	M. & W.	Thor	Ch. & Gear	Pfanstiehl	0	0	0	0	0	0	0	**20	0	20
978	A. J. Sicard, Hackensack, N. J.	3	Thor	17.50	M. & W.	Thor	Chain	Pfanstiehl	0	0	0	12	0	0	0	10	0	22
970	J. S. Woodworth, Chicago, Ill.	3¼	Excelsior	26.85	M. & W.	Morrow	Flat Belt	Pittsfield	0	20	0	0	0	0	0	10	0	30
963	B. A. Swenson, Providence, R. I.	3½	Indian	26.00	G & J	Corbin	Chain	Bosch	0	0	0	0	0	0	12	25	0	37
957	F. W. Thomas, New York, N. Y.	3½	Harley-Davidson	30.13	G & J	Thor	Flat Belt	Dow	0	0	31	12	0	0	0	0	0	43
917	H. T. Roberts, New York, N. Y.	3½	Harley-Davidson	30.13	G & J	Thor	Flat Belt	Dow	0	0	63	20	0	0	0	0	0	83
	Fred Huyck, Chicago, Ill.	3	Thor	19.30	M. & W.	Thor	Ch. & Gear	Pfanstiehl	0	0	0	0	0	0	0	10	out	
	William Bewley, Reading, Pa.	3	R-S	22.00	G & J	Thor	Chain	Pittsfield	8	0	0	0	0	0	0	10	out	
	H. Lake, Pottstown, Pa.	2½	Light	17.50	Empire	Thor	Chain	Splitdorf	8	0	0	14	0	0	72	**20	out	
	George V. Lyons, New York, N. Y.	3	Wagner	17.82	Empire	Morrow	Belt	Splitdorf	0	0	0	0	0	0	0	out		
	John N. Constant, Brooklyn, N. Y.	3	R-S	22.04	G & J	Thor	Chain	Splitdorf	8	0	0	0	16	39	out	0		
	W. A. Suddard, Providence, R. I.	3	Light	19.30	Empire	Thor	Gear & Ch.	Splitdorf	30	30	110	12	0	7	out	25		
	Shelton Sturges, Shelton, Conn.	2¼	Indian	17.58	*G & J	Corbin	Chain	Pittsfield	18	0	0	0	0	out				
	Bert S. Barrows, Springfield, Mass.	3½	Indian	26.96	G & J	Corbin	Chain	Pittsfield	0	0	0	0	0	out		25	5	
	Geo. A. Tuckey, Springfield, Mass.	3-3½	R-S	22.04	G & J	Corbin	Chain	Splitdorf	0	0	14	12	out					
	Joseph H. Root, Springfield, Mass.	3-3½	R-S	22.04	G & J	Corbin	Chain	Splitdorf	0	0	0	0	out					
	J. S. Seidell, Springfield, Mass.	3-3½	R-S	22.04	G & J	Corbin	Chain	Splitdorf	0	0	0	0	out					
	Henry Jarmie, New Haven, Conn.	3	Light	19.30	Empire	Thor	Chain	Splitdorf	7	6	121	out						
	Alexander Klein, Philadelphia, Pa.	3¼	Harley-Davidson	26.84	G & J	Thor	Belt	Dow	0	0	out							
	R. B. Lawson, Springfield, Mass.	3-3½	R-S	22.04	G & J	Corbin	Chain	Splitdorf	13	0	out							
	W. E. Damoth, Hammondsport, N. Y.	3	Curtiss	30.50	*Emp.-G & J	Morrow	V-Belt	Autocoil	29	out						25		
	Archie L. Wemple, Oswego, N. Y.	3	Reliance	26.96	M. & W.	Morrow	Belt	Pfanstiehl	30	out						25		
	C. P. Rudd, Hammondsport, N. Y.	3	Erie	21.20	*G & J	Morrow	V-Belt	Bosch	27	out								
	John Benders, Philadelphia, Pa.	3¼	Harley-Davidson	26.84	*G & J	Thor	V-Belt	Pittsfield	out									

SUBDIVISION 2B—MULTI-CYLINDER MACHINES.

1,000	J. A. Schleicher, Mt. Vernon, N. Y.	5½	N. S. U.	40.42	Peter	Band & rim	Belt	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	J. F. McLaughlin, New York, N. Y.	6	N. S. U.	48.50	Peter	Band	V-Belt	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	A. D. Cook, Hammondsport, N. Y.	6	Curtiss	61.00	*Emp. G & J	Morrow	V-Belt	Pittsfield	0	0	0	0	0	0	0	0	0	0
1,000	Earle L. Ovington, New York, N. Y.	5	F. N.	27.31	F. N.	Drum	Shaft	Bosch	0	0	0	0	0	0	0	0	0	0
1,000	Geo. N. Holden, Springfield, Mass.	4	Indian	35.17	Empire	Corbin	Chain	Splitdorf	0	0	0	0	0	0	0	0	0	0
985	Stanley T. Kellogg, Springfield, Mass.	5	Indian	38.61	G & J	Corbin	Chain	Splitdorf	10	0	0	0	0	0	5	0	0	15
945	George H. Ruck, New York, N. Y.	7	Minerva	59.00	*Emp.-G & J	Band	Belt	French	0	0	0	0	0	0	0	50	5	55
	Wm. F. Mann, Yonkers, N. Y.	4½	F. N.	25.16	Engle-Peter	Drum	Shaft	Bosch	0	0	0	0	0	63	out	25	5	
	E. M. Hughes, Louisville, Ky.	5	Indian	38.60	G & J	Corbin	Chain	Bosch	0	0	40	0	0	out		5		
	Joseph F. Merkel, Milwaukee, Wis.	7	Merkel	61.00	*Emp.-G & J	Morrow	Belt	Bosch	4	0	0	0	out					
	Wm. H. Wray, Jr., New York, N. Y.	3½	Simplex	30.30	*G & J-Harb.	Band	V-Belt	Bosch	2	out						10	5	

* Goodrich.

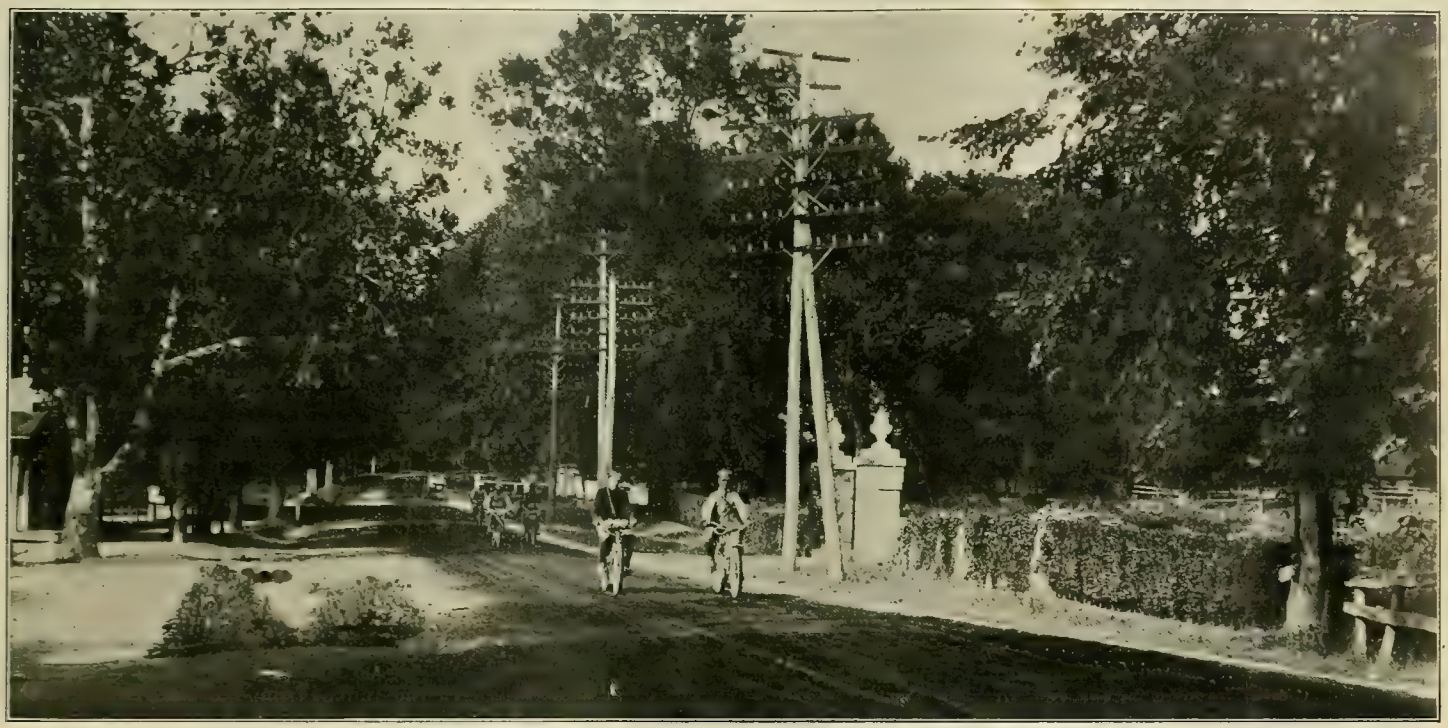
** 10 points each day.

most as tame as a lap dog. The south shore from Brooklyn to Good Ground—beyond East Quogue—where the turn toward the north shore was made, is practically level. The grades are not worth mentioning. On the north shore the country is more robust and there are several real hills, at least two of which are worthy of respect. There also are some miles of sand to try the soul of the tired, or disabled or inexperienced rider. Otherwise, the route is quite mild.

In any truthful story of the second day of the contest which may be penned, the name Chadeayne—William C. Chadeayne, of Buffalo, N. Y.—must be writ large. He is the same Chadeayne who in 1905 crossed the continent on a motor bicycle and who a year later on another occasion, gave such an exhibition of sticktoitiveness that he was dubbed "Neverquit" Chadeayne. Two weeks ago he went up into the air—his first ascent in a flying machine. On Tuesday he came to earth, and a prosaic milk wagon was the cause of it. Near Freeport, 20 odd miles from Brooklyn, Chadeayne, was bowling along at a smart pace, when he turned to talk to one of his companions. He failed to reckon on a horse drawing a driverless milk wagon which was ahead of him. Before he had time to think he crashed into the rear of it. The collision broke his nose and cut a deep gash over one eye and in his chin, but did not render him senseless. Without losing more time than was necessary, he found a doctor, had his nose set and his other wounds bandaged, and against the advice of the physician, he righted the slight injuries to his machine and pressed on. This in itself was a remarkable exhibition of pure grit, but what is even more remarkable, the plucky fellow thereafter rode so wisely and so well that he made every control on the scheduled time and did not lose a point.

Later in the day, a near relative of a milk wagon—a cow—played a part in the affairs of another competitor—Ogden, of Kentucky. The cow was tethered, but wandered in front of Ogden just as he happened along. He avoided everything but the animal's hind leg. He struck that useful appendange and broke it, and himself received a hard toss. He fell on his shoulder, but as he remarked, he has played football so often that a little thing like that caused him no inconvenience. He finished the day in fine shape. The cow is said to have been the property of a widow and there has been some talk of taking up a subscription to replace it. Ogden's fellow Kentuckian, Hughes, was bowled out, but not by so much as a yellow dog. A "seized" piston put him out of the running. A coil proved the undoing of Bert Barrows, on whom much hope had centered, and who denies that he is cherubic, though in face and in build he resembles a cherub. Barrows is as expert as they make them, but the antics caused by the coil were too perplexing for even such as he to overcome. Barrow's fellow townsmen, though they straddled a different brand of machine Tuckey and Root—fell by the wayside even earlier in the day. Their engine bushings had become worn and their piston rings burnt and the resultant lack of compression and squirting of oil forced them to throw up the sponge. Harry Lake, the Light that remained undimmed, had a peck of small but exasperating troubles. First a short circuit tried his soul; then his battery—a new one two days before—"died" en route; he lost the road and suffered a puncture nearing home, but a deal of his difficulty was caused by his spark plugs. The heat of his engine loosened the mica layers of the plugs—a frequent trouble in earlier years, but a rare one nowadays. During the two days, Lake had four plugs go wrong in this fashion. Coming into Brooklyn, his tire punctured again, and as the result of riding on the rim, his wheel collapsed and he walked in.

While Ovington was having a pleasant day, W. F. Mann, his running mate on an F. N., was having a day of another sort. Two of his four cylinders "struck work" because of trouble with the valve keys. Then Mann had a puncture and a hard fall in the



GOOD GOING ON ONE OF THE OILED ROADS OF LONG ISLAND



"NEVERQUIT" CHADEAYNE

Who earned a perfect score despite a broken nose. Chadeayne is shown with the new horizontally opposed Auto-Bi, which, however, he did not ride in the endurance contest.)



OFFICIALS AT MANHASSETT HILL



THOMAS (HARLEY-DAVIDSON) ON MANHASSETT

sand which bent his frame and after limping for many miles he reluctantly retired. Dr. Thornley, a well set up New York physician who entered at the last moment, as he has entered several previous contests, survived the mountains of Monday, only to succumb on the easy going of Tuesday when within 50 miles of home. He broke an exhaust valve and having no "spare," he had it welded by a village blacksmith. The repair did not hold, hence the doctor's failure to figure in the list of survivors. Russell Smith, a slightly built youngster, and a good rider and likely candidate for Class A honors, deserved a better portion. He did good work on the first day, but was still within the confines of Brooklyn on the second, when his compensating sprocket went to the bad. It was too early in the day to obtain another and after frittering away an hour or two, he telephoned for one, and when it reached him he was so far behind as to be hopelessly "out of it." But he pressed on, nevertheless, riding like mad. Later in the day a succession of punctures, however, again laid him low, but he finished somehow long after the Brooklyn control had closed, and just as the weary officials were preparing to go home. Suddard (Light) finished after they had departed. Suddard has had enough of endurance contests to last him for some time.

The hill climbing test on the long, stiff Manhassett grade near Roslyn, which had been chosen with a view of discovering the action of the machines after two days of punishing work, produced small result. All



CHARLES RUCK

of the men surmounted the steepest rise without trouble and but three of them died away near the top sufficiently to require pedal assistance. The three who thereby lost ten points each were Du Sell, Banes and Lake.

Cook, followed by Latham and Swenson, was the first man to make the ascent of Manhasset. Most of the others followed in rapid succession. Baker was the eleventh man to go up. After making the ascent, he returned and sought information of the checker on the summit as to the whereabouts of the referee. Usually cool, he was plainly laboring under supressed excitement. He began to inquire for the referee at Roslyn, and had made similar inquiry at the foot of the hill. It then became apparent that a knotty load would be added to the burden of the self-sacrificing Douglas.

It developed that Baker, who had carefully planned his campaign on the official fifteen-mile-per-hour basis, and who, shadowed by Hastings, Holden and others of the Indian tribe, had set himself to reach exactly on time not merely the controls and known checking points, but any secret checking points which might be established. He had found his schedule going wrong after leaving Port Jefferson, and as a result he and his shadows were forced to hit up a much smarter pace. Despite the fact, they reached Roslyn slightly behind their sched-





CHAPPLE (N. S. U.) AND BAKER (INDIAN) MAKING THE ASCENT OF MANHASSETT HILL

uled time of arrival. Baker had noted the reading of his cyclometer at all points, and asserted that the distance between Riverhead and Roslyn was forty-six miles instead of thirty-six as specified. After finishing in Brooklyn, Baker, Hastings and Holden lodged formal protests and deposited the necessary protest fees, basing their claim on the alleged error in distance.

Although he finished with the others, Holden had been shaken off by the other two after leaving Roslyn. He suffered an epidemic of punctures and was next to the last man to climb Manhasset.



CHECKING STATION AT KINGSTON

After leaving Manhasset, there was small likelihood of any of the men who had maintained perfect scores going wrong. The finishing point was less than fifteen miles distant, and the going was good.

It is a peculiarlity of such contests that usually the men who figure highest is the list of awards are those who figure least in the stories of the affair. Nothing happens to them, and there is little that may be written of them. Chadeayne is a notable exception to this rule.

Although it was known that Davidson, Hastings, Holden, Latham, Buffum, Cook, McLaughlin, Chapple and Schleicher were likely candidates for the honors, nothing very definite was obtainable. Two of those who figured highest in the returns, Charles Ruck and Carlton, the man from Michigan, were scarcely noticed or remarked during the two days. They appeared so youthful and unassuming that they did not even look dangerous as competitors, and, generally speaking, it escaped notice that they were performing like clockwork.

Ruck, who is a mere splinter of a boy, appears to be not much over sixteen. He works for F. B. Widmayer, the New York dealer, and often is irreverently termed "Widmayer's kid." There were those who, previous to the contest, expressed surprise that such a youngster should be subjected to such a grueling contest. He would not be picked as a probable winner once in a hundred years; but young Ruck fooled even the wise ones. He was "letter perfect" at every control and miscued only to the extent of seventeen minutes at checking points. He rode the smallest powered machine in the contest, at 2½ gear-driven Indian.

Except for the race between Swenson and Turner to reach the control first, and which resulted in both of them being penalized for arriving too soon, and except for the Baker-Hastings-Holden protest, the finish in Brooklyn was practically without incident, although Kellogg signalized his arrival by taking a beautiful tumble, which cost him several patches of skin.

For the first time, there was unusual delay in announcing the scores of the survivors of an endurance contest. In previous years, the promptitude in this regard had been admirable. Two of the control keepers on Long Island however did not seem to realize the necessity for prompt action and were slow in forwarding their reports. In one case, they did not arrive until thirty-six hours after the control had closed, and in the other only long distance telephoning secured the all-important sheets after a lapse of forty-eight hours. Despite instructions printed in bold type, the control keeper in the latter case appeared to think that the record was chiefly for his own information and seemed to be preserving the checking sheets as personal souvenirs. The delays thus caused ,and the necessity for considering the protests that had been filed, served to keep Referee Douglas's nerves on edge. It was not possible to satisfy the presistent clamor until Friday morning, when the results as here given were announced, and then only in the nature of provisional awards, conditional on the measurement of the disputed distance between Port Jefferson and Roslyn. Road books examined by the referee appear to sustain the protest and make the distance forty-six instead of thirty-six miles. Accepting this conditionally, Referee Douglas threw out the records of the controls and checking stations between Riverhead and Brooklyn, i. e., those at Roslyn and Flushing.

The awards as announced were made without regard to arrival times at those points, a procedure which appears the best and fairest solution of the knotty problem, and the one which would seem to accord fair play to all.



AT THE PATCHOGUE CONTROL

With so many perfect scores, the task of sifting out the 1,000+5 score—the "plus 5" denoting the most consistent performance—was not an easy one. The plus mark con-

stituted the closest adherence to arrivals at controls and checking points on the fifteen-mile-an-hour basis, without regard to allowances of any sort.

While the arrival times at controls were specified, the contestants were required to figure for themselves the times they were due at the checking stations. The braking tests each day constituted also a secret control, but no consideration was given to the times taken at these points.

Davidson, who is a part of the Harley-Davidson Momtor Co., earned his victory and, without regard to the protest that was filed, his title to the diamond medal and the plus five mark is beyond question. During thetwo days of the contest, he varied but eight minutes from the exact times. Hastings, who won the similar medal for private owners, was eleven minutes out of the way.

The penalties imposed were: Brake test, 5 points. Hill climbs: For single cylinders, 25 points for failure to make the ascents without dismounting, or 10 points for pedaling; for multi-cylinders, 50 points for a failure, or 25 points for pedaling.

The other penalties provided were: 1 point for each minute late at controls, or 2 points for each minute in advance of the 15 miles an hour schedule, five minutes leeway, fast and slow, being allowed for variations of watches. The initial basis of credit is 1,000 points, from which all penalties imposed are deducted in arriving at the final scores.

The schedule of the first four, which regulated the schedules of the others—the men being dispatched in squads of four—was as follows:

First Day.

Catskill (start) .....Leave 6 a. m.
Haines Falls (Control).....Due 8.36
Kingston (check).
Newburgh (Control) .....Due 12:52
Nyack (Control and ferry).....Due 4.10
Tarrytown (Check).
New York (Control).....Due 6.32
(Thence to Brooklyn under escort for overnight stop and storage.)

Second Day.

Brooklyn (Start) .....Leave 6 a. m.
Babylon (Check).
Patchogue (Control) .....Due 9.50
Good Ground (Check).
Riverhead (Control) .....Due 12.21
Roslyn (Control) .....Due 4.27
Flushing (Check).
Brooklyn (Control) .....Due 6.08

Arrival times were inserted in the score sheets at controls only, but a memorandum record was kept at the checking points also, as to break ties the most consistent performance in each class was given an extra credit of 5 points.

A diamond medal will be the chief award in each class, A, private owners, and B, riders engaged in the trade. In addition, two gold medals will be given for the best scores in subdivision 1A, owners using singles, and one to owners using multicylinders. In the corresponding subdivisions of Class B, there will be: five gold medals in 1B, and one medal in 2B, "multis."

ONE MILL PER MILE OF TRAVEL

Davidson's Astonishing Record in Economy Run of F. A. M. Meet Club—Baker Lowers His Own Figures.

When Fred A. Baker last year covered 190 miles of Long Island roads in an economy contest at the rate of one-seventh of a cent. per mile, using 4 quarts 10 ounces of gasolene for the journey, it was thought that the limit—as applied to the minimum—in economy had been reached. But yesterday (Friday) morning Walter Davidson, of Milwaukee, Wis., on a 3½ horsepower Harley-Davidson, bettered this record, and Baker surpassed his former figures by covering 50 miles of much hillier road in the vicinity of Roslyn, Long Island, at a better rate of economy.

The occasion was the economy test promoted by the F. A. M. 1908 Meet Club, and the results that it brought out were astonishing. In the class for machines not exceeding 21.20 cubic inches piston displacement Fred A. Baker, riding a 2¼ horsepower Indian of last year's vintage, covered the 50 miles by using 1 quart 5 ounces of gasolene, there being 16 ounces to the pint. Davidson, however, created a mild sensation when he won the class for larger machines, those with piston displacement not exceeding 30.50 cubic inches, and used four ounces less of the fluid that did Baker. At the rate of 20 cents a gallon Davidson's expense for the 50 miles ride was 5 cents, or at the rate of one-tenth of a cent per mile, or reversing the process, ten miles for one cent. Frank P. Baker, riding a twin Indian, won the class for machines not exceeding 61 cubic inches; he used only 1 quart 1 pint of gasolene for the journey.

Although the results in last year's economy test were remarkable, those in yesterday's were more than remarkable, when the nature of the courses is considered. The former was over practically hillless highways, while just the opposite prevailed in the contest held yesterday. The course embraced some hilly roads between Roslyn and Krug's corner, Mineola, the distance of one circuit being a triffe more than eight miles. Six laps were required to make the even 50 miles.

After the tanks were filled and sealed 18 riders, divided into three classes, left whenever they pleased, the first getting away about 8 o'clock.

The only thing approaching an accident happened in the third lap at Roslyn, when A. J. Sicard, of Hackensack, bumped easily into a carriage that had suddenly turned directly into his path. Sicard had shut off power to coast down the long hill, and neither he nor his machine was scraped. The only other mishap was reported by George Sherman (Light). Sherman picked up a tack in his rear tire and as he did not have a stand, had to turn his machine on its side while he repaired the puncture. Some gasolene escaped through the air vent in the gasolene tank cap. At that, Sherman finished third in the class.

Judging from appearances not all the entrants were out to make records in the economy line, and two riders were penalized for pedaling.

Honors were close in each of the events and the results astonishing, but the performance of Davidson was particularly noteworthy. The Milwaukeean used a brand new stock machine which the previous day had been taken out of the stock of the Thomas-Roberts company, the New York agents for the Harley-Davidson, and consequently he had little time to tune it up.

The summary:

CLASS I.

For machines not exceeding 21.10 cubic inches piston displacement.

	Rider.		Mount.	Qt.	Pt.	Oz.
1	F. A. Baker, New York City	2¼	Indian	1	0	5
2	F. Mercier, Brooklyn	2¼	Indian	1	1	6
3	George Sherman, Pottstown	3	Light	1	1	9
4	George V. Lyons, New York City	3	Wagner	2	0	2
*5	B. A. Swenson, Providence, R. I	2¾	Indian	2	0	10
6	A. J. Sicard, Hackensack, N. J	3	Thor	2	0	15

* Penalized 8 oz. twice for pedalling on Roslyn hill.

CLASS II.

For machines not exceeding 30.50 cubic inches piston displacement.

	Rider.		Mount.	Qt.	Pt.	Oz.
1	Walter Davidson, Milwaukee, Wis	3½	Harley-Davidson	1	0	1
2	A. H. Patterson, Brooklyn	3½	Indian	1	1	3
3	Alex Klein, Philadelphia, Pa	3½	Harley-Davidson	1	1	5
4	Fred Voelker, New York City	3¾	N. S. U	1	1	9
5	Bert S. Barrows, Springfield, Mass	4½	F. N.	2	1	1
6	Wm. H. Robinson, Elmhurst, L. I	3½	Indian	2	0	11
*7	Louis Decker, Brooklyn	3	Merkel	3	0	8

* Penalized 8 oz. for stopping on Roslyn hill.

CLASS III.

For machines not exceeding 61 cubic inches piston displacement.

	Rider.		Mount.	Qt.	Pt.	Oz.
1	F. P. Baker, Brooklyn	5	Indian	1	1	0
2	W. Sarony, Brooklyn	5	Vindec	1	1	9
3	A. G. Chapple, New York City	5	N. S. U.	2	0	4
4	J. F. McLoughlin, New York City	6	N. S. U.	2	0	11
5	H. T. Scott, Bristol, Conn	5	Indian	3	0	12

KRAMER MAKES HIS FIRST BID

Championship Event at Garden Meet Closely Contested—Cameron Plucks Another Laurel to Carry to the Olympic.

Many times champion Frank L. Kramer, of East Orange, N. J., is in a fair way to succeed himself to that title and position of the premier sprinter of America. On Monday night last, 29th ult., the flying Jerseyman showed his old-time spirit by winning the first championship event of the 1908 circuit. It was at one-half mile and Kramer defeated Folger, of Brooklyn; Bardgett, of Buffalo, and Rupprecht, of Newark, in this order, this quartet having survived the trial and semi-final heats. As last Monday was sultry and as Madison Square Garden is not the coolest place in New York City the opening circuit meet did not attract the crowd it should, and probably would have done, had the evening been less warm. There were about 3,000 people in attendance, but the biggest percentage of them were dyed-in-the-wool fans, so that enthusiasm was not lacking.

The half-mile professional championship of America was divided into five trial and two semi-final heats, and as the money was divided unusually generously, nearly everybody got something. Kramer, Halligan, Vanoni, Fogler, Root, Dorlon, Bardgett, Rupprecht, Anderson and Wiley survived the trials.

The first upset in calculations came in the first semi-final heat when Rupprecht won, with Bardgett second, thus shutting out Dorlon, Root and Anderson. The second semi-final was a foregone conclusion for either Fogler or Kramer, and the former got it with Kramer second. Wiley was third and Vanoni fourth.

Bardgett had the pole in the final heat with Fogler second, Kramer third and Rupprecht on the outside. When Kramer took the lead at the start it was evident that he intended to ride the race all the way from the front and this is what developed. Fogler got on his wheel, with Bardgett trailing, and this order was maintained until the bell, although Rupprecht tried to go by once. He failed, however. Kramer was leading at the bell and Fogler did not make his bid until the back stretch of the last lap. He gave Kramer a good fight and nearly won out, but the Jerseyman got the decision by less than three inches, with Bardgett on his wheel for third place. Rupprecht was some distance behind. As this race carried with it double points, Kramer now has 10 points toward the American championship, while Fogler has 6, Bardgett 4 and Rupprecht 2 points.

That irrepressible Patrick Henry Logan, the soft-spoken and silver-tongued orator from up South Boston way made a good race when he kept in front all the way and won the half-mile consolation. Logan really wanted to win first, second, third and fourth places, but as he isn't as penurious as the man who made his wife peel potatoes with a safety razor, he allowed Ashurst to collect second, Halligan third and Schlee fourth moneys.

The same might be said of Dorlon, for in the half-mile handicap in which the low markers did not over exert themselves in the qualifying heats, the Sheepshead Bay "champion" rode a heady race. Dorlon got the pole lead three laps from the finish and he beat John King by two lengths. Tommy Smith was third, and Vanoni, the Italian crack, fourth.

George G. Cameron, of the Irish-American A. C., won his last race before sailing for London to compete in the Olympic games in the two miles lap race, which really was the most exciting race of the meet. The poorer riders were weeded out in seven trial heats, which let fourteen representative men into the final. There was nothing slow about the final, for all the cracks were up front at the end of each lap to score points, and Cameron showed his superiority by scoring 10 points, 9 second and one-third including the final sprint, which netted him 84 points. Watson J. Kluczek, of West Orange, was another consistent performer, as he won 4 firsts, 6 seconds, 2 thirds and 4 fourths, with a total of 47 points. Frank Eifler was third with 27 points, and Charles Stein fourth with 25. Oscar Goerke scored 20 points.

Jerome Steinert, of the Hicksville A. C., rode cleverly from the 45 yards mark in the half-mile handicap, and was expected to do things in the lap race, but a broken chain put him out of that just as the race started. Clarence Carmen was second, Oscar Goerke third, and Cameron, from scratch, fourth. The final heat was ridden in 1:00⅕. John A. Eubank, of the Empire City Wheelmen, accounted for the novice. The summaries:

One-half mile novice—Won by John A. Eubank; second, Joseph Antoinette; third, B. J. Vincent. Time, 1:07⅗.

One-half mile national championship, professional—First semi-final heat won by Edward Rupprecht, Newark; second, Walter A. Bardgett, Buffalo; third, N. M. Anderson, Denmark; fourth, Oliver Dorlon, Sheepshead Bay. Time, 1:02⅕. Second semi-final heat, won by Joe Fogler, Brooklyn; second, Frank L. Kramer, East Orange; third, George Wiley, Syracuse; fourth, Charles Vanoni, Italy. Time, 1:03⅗. Final heat won by Kramer; second, Fogler; third, Bardgett; fourth, Rupprecht. Time, 0;59.

One mile handicap, professional—Won by Oliver Dorlon, Sheepshead Bay (60); second, John King, Newark (40); third, Thomas Smith, Newark (150); fourth, Charles Vanoni, Italy (125);. Time, 1;57⅗.

One-half mile consolation, professional—Won by P. F. Logan, South Boston; second, Alfred Ashurst, Newark; third, J. T. Halligan, Newark; fourth, Charles Schlee, Newark. Time, 1:03⅗.

One-half mile handicap, amateur—Won by Jerome Steinert, Hicksville A. C. (45); second, Clarence Carman; third, Oscar Goerhe, National A. C. (10). Time, 1:00⅕.

Two mile lap open, amateur—Won by George G. Cameron, Irish-American A. C., 84 points; second, Watson J. Kluegel, West Orange, 47 points; third, Frank Eifler, C. R. C. A., 27 points.

Point Rating of the Riders.

With the racing season now in full swing Champion Frank L. Kramer leads the professional riders in the number of points to his credit, his score to date being 46. George Cameron leads the amateurs with 66 points, an almost safe lead, despite the fact that he has gone abroad to participate in the Olympic contests in London. The record follows:

Professional.

	Place				
	1st	2d	3d	4th	Pts
F. L. Kramer	9	0	0	1	46
E. F. Root	5	2	1	1	37
Joe Fogler	2	7	0	1	32
Floyd Krebs	3	3	2	2	30
John Bedell	3	1	6	3	29
W. A. Bardgett	3	1	4	2	28
O. Dorlon	1	3	1	2	18
Geo. Wiley	1	3	1	0	16
P. F. Logan	1	1	3	1	15
Edward Rupprecht	1	1	0	1	9
N. M. Anderson	0	1	2	1	8
J. F. Moran	0	0	4	0	8
Chas. Schlee	0	1	1	2	7
Alfred Ashurst	0	2	0	0	6
John King	0	1	1	0	5
J. T. Halligan	0	0	2	1	5
Dennis Connolly	0	1	0	0	3
Thomas Smith	0	0	1	1	3
H. B. Appleton	0	0	1	0	2
Charles Vanoni	0	0	0	1	1

Amateurs.

George Cameron	12	2	0	0	66
Oscar Goerke	1	6	2	0	27
Fred Hill	2	3	2	0	23
Tom Connolly	3	0	2	0	19
C. Connolly	1	1	1	0	10
F. W. Eifler	1	0	2	0	9
W. J. Kluczek	1	1	0	0	8
Dave Mackay	1	0	1	0	7
John Brennon	1	0	1	0	7
Chas. Stern	1	0	1	0	7
C. Helander	0	2	0	1	7
F. W. Jones	1	0	1	0	7
A. Hayes	1	0	0	1	6
Jacob Magin	0	2	0	0	6
James Zanes	1	0	0	0	5
Jerome Steinert	1	0	0	0	5
S. Goodrich	1	0	0	0	5
H. McPartland	0	1	1	0	5
H. Vanden Dries	0	1	1	0	5
Adam Beyerman	0	1	1	0	5
W. Vanden Dries	0	0	2	0	4
Clarence Carman	0	1	0	0	3
J. Murphy	0	1	0	0	3
Tom Panacy	0	1	0	0	3
B. Neuschaefer	0	1	0	0	3
Louis Francis	0	1	0	0	3
O. T. Devine	0	1	0	0	3
Joe Novak	0	1	0	0	3
Martin Kessler	0	1	0	0	3
J. Baretto	0	1	0	0	3
L. Desmet	0	0	1	0	2
Ed Seifert	0	0	1	0	2
J. M. Eifler	0	0	1	0	2
Ernest Jokus	0	0	1	0	2
J. B. Hawkins	0	0	1	0	2
M. Vanden Dries	0	0	1	0	2
A. R. Wilcox	0	0	1	0	2
J. Farren	0	0	1	0	2
A. S. La Montague	0	0	1	0	2
Edward Towers	0	0	1	0	2
Peter Drobach	0	0	0	1	1
M. Cahill	0	0	0	1	1
M. Journay	0	0	0	1	1

UNKNOWN WINS ROAD RACE

Becht First in C. R. C. of A.'s Seventh Annual 50 Miles Contest—Referee Disqualifies Unfair Competitors.

Referee Will R. Pitman, of New York City and the Boston Bicycle Club, taught six road riders a valuable lesson last Saturday, 28th ult. They learned that it is a very risky thing to be seen behind an automobile, motorcycle or behind a rider not in the race, while Pitman is cloaked with the authority of referee. Unfortunately for the half dozen riders referred to, they did not learn the lesson until they had been spotted by Referee Pitman taking pace in violation of the rules.

At least five of them were disqualified for this violation—the other man getting the hook for disobeying the rule that requires that a rider shall, from 100 yards from the finish, keep in a straight line to the tape. The rider in question made the motion of a corkscrew in the sprint for the tape. He was trying to pull another rider's cork and the only reason it did not work was because Referee Pitman chanced to see him first.

This all happened in the seventh annual 50 miles road race of the Century Road Club of America, held at Valley Stream, L. I., last Sunday, the course from there to Seaford being covered twice. With four such workers as Fred E. Mommer, H. A. Gliesman, A. H. Seeley, and H. E. Grupe in charge of the contest it is natural that the race should have proved the most successful of the annuals ever run by the Century Road Club of America.

Of the 76 entrants, just 60 lined up for the start, the handicap ranging from 50 minutes to scratch, the nearest bunch to the honor markers being on 15 minutes. Three veterans had the lowest mark, and had it not been for the fact that Charles Mock had to ride 12 miles on a borrowed bicycle much too large for him, and Mike Eustace had a fall, it is likely that the record would have been broken, as the day was just right for fast riding. Mock did win the time prize, however, by covering the distance in 2 hours 28 minutes 30 seconds. Mock beat Joe Kopsky by two lengths in the final sprint, while Eustace, who had a fall, finished three minutes later, in time, however, to be winner of the fourth time prize.

John Becht, a "dark horse" rider of Brooklyn, with a handicap of 35 minutes, won the race and the Racycle bicycle that went as first place prize. After Becht overhauled and passed the riders in front of him, he kept on plugging, finally shaking the men from his own mark. Becht's time was 2:33:50. Henry Surman, the New Jersey plugger, came in second, and Louis Surman, his brother, who was riding his second race, was third. The summary:

		Hdcp.	Time. H. M. S.
1	John Becht, Brooklyn...	35	2:33:50
2	H. Surman, Elizabeth ..	30	2:34:14⅗
3	L. Surman Elizabeth ...	35	2:39:25
4	T. J. Murphy E. C. W..	30	2:33:31⅕
5	P. Hensch, C.R.C. of A..	30	2:45:08⅖
6	C. Hausenbauer C. R. C. of A.	50	3:05:08⅗
7	L. F. Schilling, C.R.C.A.	40	3:05:08⅘
8	B. Evesson, C.R.C. of A.	25	2:40:51
9	P. Jos. Berlenbach, Tiger Wheelmen	15	2:30:51⅕
10	J. Schuster, C.R.C.A....	25	2:40:51⅖
11	C. Kind, Edgecomb W..	25	2:43:33
12	Jos. Noe, C. R. C. of A..	20	2:43:33⅖
13	N. Kind, Tiger W.....	25	2:50:32
14	J. B. Hawkins Brower W	15	2:42:14
15	C. Mock, C.R.C. of A...	sch	2:28:30
16	J. Kopsky, Tiger W....	sch	2:28:30⅕
17	A. Rhodes, E. C. W....	20	2:48:54
18	Jos. Steglik, Bklyn.....	35	3:05:19⅕
19	M. J. Eustace, New York	sch	2:31:44⅘
20	S. Rein, Brower W.....	15	2:50:15
21	R. H. Hughes, Edge. W.	30	3:05:33⅖
22	H. Early, C.R.C. of A....	20	3:02:12

Time Prizes.

1	Chas. Mock, C.R.C. of A.....	2:28:30
2	Jos Kopsky, C.R.C. of A.....	2:28:30⅕
3	P. J. Berlenbach, Tiger W....	2:30:51⅕
4	M. J. Eustace, New York....	2:31:44⅘
5	John Becht, Brooklyn	2:33:50

Special C. R. C. of A. Prize.

Harry Early 3:02:12

Lively Contests on Glenwood Saucer.

Ogden, Utah, June 26.—A crowd of 2,000 people saw an interesting card of races at the Glenwood saucer track last night, McFarland winning the half mile open in the fast time of 56⅘ seconds. The lanky one from California, Downing, Palmer, Samuelson, De Mara, Hollister and Wilcox qualified in the two trial heats and the final was a scramble all the way, with McFarland winning from Samuelson by a close margin, with Downing third and De Mara fourth. McFarland also got the first money in the two miles lap handicap. Hollister was second and Samuelson third. Devonovitch, the bewhiskered Russian rider, whose patriarchal aspect makes him a noted figure, made a hit with the crowd when he won fourth place by a belated sprint from the rear end of the procession. The lap money was divided between Morgan, Achorn, Devonovitch, Samuelson, Leland and Walker. Halstead won the two miles open lap for amateurs, and Giles outlasted the others in the Australian pursuit. The summaries:

Two miles open lap, amateur—Won by Halstead; second, McCormack; third, Lawrence; fourth, E. J. Hollister. Time, 4:01⅖.

One-half mile open, professional—Won by McFarland; second, Samuelson; third, Downing; fourth, De Mara. Time, 0:56⅘.

Unlimited Australian pursuit, amateur—Won by Giles; second, Schnell; third, Crebs. Distance 2 miles 1 lap 100 yards. Time, 5:00⅖.

Two miles lap handicap, professional—Won by McFarland (scratch); second, Hollister (80); third, Samuelson (scratch); fourth, Devonovitch (130). Time, 4:03⅖.

Five miles motor, professional—Won by E. B. Heagren; second T. M. Samuelson. Time, 6:41⅖.

MAYER PILES UP VICTORIES

With Clarke He Breaks a World's Tandem Record—Fast Events in Two Meets on the Saltair Track.

Salt Lake City, June 20th.—In their second match race at the Saltair saucer track last night Henri Mayer, the German champion, again defated A. J. Clarke, of Australia, winning two of the three heats. In the first heat Mayer forced Clarke to lead for nine laps, when he jumped and sprinted for home. Clarke won the second heat easily as Mayer ran off the track in the ninth lap and before he could recover Clarke had finished. Mayer forced Clarke to take the lead agin in the lnal heat and for seven laps the pace was very slow. The last two laps were a gruelling struggle, but Mayer won by so narrow a margin that some of the judges were disposed to call it a tie. All the other events were interesting. The summaries:

One mile match, amateur—First heat won by Crebs; second, Brodbeck; third, Mayer. Time. 2:39. Second heat won by Crebs; second, Mayer; third, King. Time, 2:45.

One mile match, professional—First heat won by Downing; second, DeMara; third, Mitten. Time, 2:26. Second heat won by Downing; second, DeMara; third, Mitten.

One mile match between Henri Mayer and A. J. Clarke—First heat won by Mayer. Second heat won by Clarke. Third heat won by Mayer.

Salt Lake City, June 25—One world's record was broken and several others came near being wiped from the slate the the Saltair track last night. Jack Clarke and Henri Mayer in their tandem match race against S. H. Wilcox and W. E. Samuelson covered the distance in 3:57⅗, which lowered the record made by Chapman and Lawson about seven years ago.

The meet was the best that has yet been held on the new ten lap track and a large crowd witnessed an exciting card of events. The one mile handicap was a cracking affair from heats to final, each heat being ridden under two minutes. The summaries:

One-half mile handicap, amateur—Won by LaBelle (60); second, King; third, Thomas (35); fourth, Diefenbacher (25). Time, 0:56⅗.

Two miles lap open, amateur—Won by Halstead; second, Giles; third, Wright; fourth, McCormack. Time, 4:01.

One mile handicap, professional—Won by Mayer (scratch); second, DeMara (35); third, Mitten (60); fourth, Senhouse (90). Time, 1:52⅖.

Three miles lap open, professional—Won by A. J. Clarke; second, McFarland; third, Downing; fourth, Hollister. Time, 5:49⅗.

Two miles tandem match, professional—Won by Clarke-Mayer; second, Samuelson-Wilcox. Time, 3:57⅗ (world's record).

TANDEM RACE THE BIG FEATURE

Fogler and Bardgett Beat Kramer and Moran—Root Captures Two Events at Newark Velodrome.

Edward F. Root, Joe Fogler and Walter Bardgett among the professionals, and George Cameron and Charles Stein of the amateurs, took the honors at the weekly meet at the Newark velodrome last Sunday, 28th ult., by each winning firsts. Fogler and Bardgett beat Kramer and Moran in the final heat of an unsually exciting tandem race, Root distinguished himself by winning the handicap and the scratch race open to all that did not compete in the tandem event. The open lap race, which was won by Cameron by the addition of points, was one of the best races seen at the velodrome this year, while young "Whitey" Stein showed that he will soon be a candidate for the honor mark by running away with the one-third mile handicap in the fast time of 37⅘ seconds. Altogether the card was one of the best offered this season and the big crowd showed its appreciation by rising en masse several times, particularly when Kramer and Moran trounced Vanoni and Anderson in the first heat of the tandem race and later when Fogler and Bardgett trounced them.

There was one unfortunate accident, however, and one that will inflict an undeserved hardship on John Bedell. In the heat of the tandem race in which he and Krebs were lined up against Fogler and Bardgett the front tire of the tandem slipped off at the first turn after the bell and Krebs and Bedell slid all over the track. Krebs was cut and scraped badly but Bedell fell in such a manner that his collar bone was fractured at one end. Bedell had just gotten in good condition and the accident will keep him out of racing for some time. Indirectly caused by another flat tire Dave Mackay, the crack Newark amateur, went down in a heat of the amateur handicap. He was shaken up and cut rather badly but not enough to keep him from further performance on the saucer track.

If Cameron had not punctured and Mackay fallen in the second heat of the third mile handicap it is likely that the present world's record would have been washed from the slate. Cameron rode like a streak from the crack of the gun and although he had a chance to win the heat he did not care to take chances by going around the bunch on the outside with a soft tire. Hill was the only scratch man that got into the final heat and he did it by cutting away in on the pole, something which the referee did not seem to see. It should have been Cameron instead of Hill, but the official let the speedy young Bostonian get away with it. There was no one in the final heat but Stein. The young Brooklyn rider had the position at the bell and he was never headed, crossing the tape sitting up, two lengths ahead of the big bunch that followed.

The two miles lap race for amateurs was one of the most interesting contests that has been held at the velodrome this year. There were so many applicants that three open heats of one mile were run to pick the eighteen best men for the final. In the final the first four men at the ending of each lap scored points in order, 5, 3, 2, 1 except at the final lap when double points were scored. This system kept the big men fighting in front all the way and Cameron led the first time around, giving way to F. W. Jones, a promising newcomer from Passaic in the second. Cameron took the next two laps and then Henry Vanden Dries got a first. In the sixth lap Frank Eifler, who seems to have the best jump of any amateur at the track, took a flier and gathered in three firsts before he was headed by Cameron. Fred Hill led at the bell with Kluczek second and Cameron third. Hill won the final sprint from Cameron with Kluczek third and Beyerman fourth. In the final classification by points Cameron won with 36, Hill was second with 32, Frank Eifler third with 15, while Kluczek and Beyerman tied for fouth with 14 points each.

The special miss and out race for professionals who did not ride in the tandem event was not up to the mark, due to the weak voice of the announcer. He could not make himself heard to the riders on the track and the result was there was a mixup in calling the men from the track when they had been counted out at the end of each lap. Root had no trouble in winning the final sprint, while Rupprecht cleverly got second and Halligan beat out Tommy Smith for third money.

A puncture put Kramer out of the running in the two miles handicap, in which the handicapper had been unusually generous to some of the second class men. The field bunched in the ninth lap when Dorlon went out with a flat tire. Rupprecht rode the last three laps in front with Root on and Anderson in third position. This was the position at the bell when Anderson jumped away on the backstretch and seemed to be making a runaway. Root, however, made a brilliant sprint down the final stretch and beat the Dane by a couple of inches. The close finish brought the crowd to their feet. Moran did great work in pulling the low markers up but quit after he had closed the gap.

The first heat of the tandem race between Kramer and Moran and Anderson and Vanoni was very exciting. The former team got the pole in the flying start and for the first three laps both teams rode slowly. They began to unwind in the fourth lap and soon were flying around neck and neck. The foreigners got the lead at the bell and Kramer and Moran made another effort on the backstretch. It was successful and Vanoni and Anderson slowed up beaten ten yards from the tape. The second heat between Fogler and Bardgett and Krebs and Bedell would have been highly exciting had not the accident to the latter team occurred. As it was there was a pretty fight until Krebs and Bedell fell in the last lap. In the final heat Kramer and Moran led until two laps to go when Fogler and Bardgett jumped them. From then to the finish was one long sprint. Kramer and Moran tried their hardest to get by but Fogler and Bardgett rode magnificently and held them off, winning by a half length.

William "Sunny" Briggs who used to pace Jimmy Michaels, bobbed up in a special mile exhibition behind pace. Briggs was the pacemaker and Nat Butler the man behind. Butler rode the six laps in 1:30⅘. The summaries:

One-half mile novice—Won by Walter Schlee, Newark; second, P. C. Heidrick, Dobbs Ferry; third, R. Carlson, Newark. Time, 1:08.

One-third mile handicap, amateur—Won by Charles Stein, Empire City Wheelmen (25); second, Jacob Magin, National T. V. W. (40); third, Edward Towers, Newark (60). Time, 0:37⅘.

Two miles lap open, amateur—Won by George Cameron, Irish-American A. C., 36 points; second, Fred Hill, Armory A. A., 32 points; third, Frank Eifler, C. R. C. A., 15 points; fourth, tie between Adam Beyerman, New York, and W. J. Kluczek, West Orange, 14 points. Time, 4:08.

Two miles handicap, professional—Won by E. F. Root, Melrose (100); second, N. M. Anderson, Denmark (120); third, Charles Schlee, Newark (160); fourth, P. F. Logan, South Boston (180). Time, 3:55⅘.

Miss and out invitation—Won by E. F. Root, Melrose; second, Edward Rupprecht, Newark; third, J. T. Halligan, Newark; fourth, Thomas Smith, Newark. Distance 1½ miles. Time, 3:33.

One mile tandem invitation, professional—Won by Joe Fogler and Walter Bradgett; second, Frank L. Kramer and James F. Moran; third, Charles Vanoni and N. M. Anderson; fourth, Floyd Krebs and John Bedell. Time, 1:51.

One mile motorpaced exhibition—By Nat Butler. Time, 0:30⅘.

Wrong Way to Liquidate a Claim.

That selling bicycles on the installment plan is not without its vicissitudes and exciting incidents when carried on in Rochester, N. Y., developed at a police court trial in that berg one day last week. Among the usual host of complainants in cases of assault, was Thomas Morgan, bicycle dealer. Morgan's purpose in going to court was to prosecute a charge against Abe Friedman, of 36 Morris street. The latter had bought a wheel on the ill-starred installment plan, it appeared, but when Morgan went to collect the first payment, resented the attention. In the resulting encounter, Friedman had recourse to a sprinkling can by way of emphasizing his dislike of the partial payment system. Pending the trial, he was mulcted $15 for bail, which he is now persuaded would have gone a long way toward settling for the wheel, had the light of wisdom shone upon him a little sooner.

PLEASURES OF CYCLE CAMPING

Benefits Derived by Two Texans from Their Annual Outing — "Baggage Train" not an Essential.

It is unfortunate that cycle camping never has become as popular in this country as it has abroad. It permits an extension of the delights of the bicycle in a way that is impossible where hotel accommodations have to be considered in connection with a tour, it affords a freedom which is obtainable in no other way, and further, it gives the tourist the accommodation necessary for his bodily comfort absolutely independent of any other factor than his own sweet will. If still another advantage be added to its credit, it is as economical, not to say cheap, a method of living and traveling at the same time, as can be imagined.

Two Texan disciples of the camping method of cycling are shown in the accompanying pictures. They are Oscar Haas and George Baetge, of New Braunfels, with their Racycles and complete outfit. In the left hand picture the small size of the packs strapped behind their saddles would lead to the belief that their living accommodations must be limited to small editions of the sternest necessities of existence. A glance at the other view, showing the camp as pitched for a night's rest, however, is sufficient evidence that comfort has not been entirely sacrificed to the economy of weight and bulk. Indeed, to all intents and purposes the pair appear to be admirably equipped for a brief sojourn out of doors.

The riders in question are accustomed to spend their summer vacation in this fashion and extract quite as much physical benefit as personal gratification from their annual exploit. This year's outing was taken between Saturday night, June 6th, and the morning of the following Saturday. During that brief period eight cities were visited and a very creditable amount of mileage covered, which, as much of it was of a mountainous nature, is in itself no small credit to the forethought, and skill with which the tent, cooking outfit and personal luggage for the trip were selected. Obviously the purchase of these essentials had been made by one who had had experience in selecting an equipment that not alone was sufficient for camping purposes, but possessed the additional quality of being contained within a small compass and was of little weight.

To one who has not tried it in just this way, the very name camping carries with it visions of heavy tent poles and many yards of bulky canvas not to mention a large quantity of the miscellaneous stuff which usually is considered needful for such occasions. It is perfectly evident that this is an impression induced by experience with camps of the permanent type into which many of the more or less elaborate accessories of ordinary daily life are apt to creep. When carried out under favorable auspices and with a proper equipment it is beyond question that this must prove an ideal method of spending a brief outing.



CAMPING CYCLISTS STARTING ON A JAUNT

AT EASE IN THE CYCLISTS' CAMP

To Tighten up a Tire Pump.

When a small hand tire pump has been lying idle for some little time it is frequently found to be useless owing to the leakage of the piston. This is due to the shrinkage and drying of the leather. The fault may be remedied by removing the gland at the top, taking out the piston and spreading the leather cup which forms the piston packing as uniformly as possible, all the way around. After oiling the barrel thoroughly, the piston may be reinserted with some little difficulty, and the pump will be found to be in better condition than before, though by no means in perfect shape. A simpler and less troublesome method is suggested by a foreign rider of exeprience.

"Press the plunger of the pump down as far as it will go," he says. "Insert the flexible connection up the inside of the mouth of the ordinary domestic water supply tap on the kitchen sink. Turn on the tap so that the water flows freely, but not with too great a force, and while the water is flowing out of the tap around the flexible connection of the pump pull out the pump plunger gradually. In this way the barrel of the pump will become filled with water. If, now, the flexible connection is detached from the pump, and the end of the pump closed with the finger, and the plunger forced down, the water, being inelastic, will force out the sides of the leather bucket, and make it tight in the barrel of the pump."

McFARLAND RETAINS HIS SPEED

Veteran a Double Winner at Salt Palace—Foolhardy Motorcycle Racing—Lawson Returns to the Track.

Salt Lake City, June 25.—There was nothing to it at the Salt Palace saucer track last night but "Grand Old Man" McFarland. The veteran Californian, whom age does not seem to wither in the least, but who gets faster apparently each season, won both professional events and the way he strung out the fields in each was a spectacle worth witnessing.

In the final heat of the half mile open McFarland went to the front on the last lap, Samuelson getting his rear wheel. West and Wilcox came up nearly abreast and made McFarland go all the faster and the field stretched around the track when the old man opened up the throttle. Samuelson was shaken off and McFarland finished sitting up and looking around in the fast time of 57⅘ seconds.

It looked very much like Downing and Samuelson were both helping McFarland in the two miles lap handicap for they took him until two laps to go. McFarland then went to the front and it was all over but the shouting as he won by something like six lengths. Worthington Longfellow Mitten, the distinguished potato grower from Davenport, Iowa, beat the rest of the bunch for second money, with Wilcox third and Palmer fourth.

A piece of foolhardiness was in putting on a motor race with five machines on the track. At least five were expected to go on, but Hopper's refused to mote at the time for starting and it was scratched from the list. There is no doubt that the race was thrilling it was more than that, it was terrifying. Fortunately God was good to the riders and promoters and no casualties occurred, but it would seem that after the miraculous escape a week or so ago when two machines ran amuck and were only prevented from causing possibly a big killing by the timely intervention of a telegraph pole, the promoters would take the cue and omit these dangerous features from the program. Of course, the spectators have a right to stay away from the meet if they think there is danger from one or more of the machines running amuck, but an excuse like this would not protect the promoters in case of damage suits.

Jack Hume was the "whole cheese" out here several years ago, but last night the amateurs ran him off his feet in the third mile of the five miles event. Twenty-one riders started and the continual shift for positions and lap money kept the big crowd on edge until the finish. Parley Giles beat Halstead in an exciting sprint for final money while Schnell nosed Morris out for third money. Little Crebs ran away from the field in the quarter mile dash.

The summaries:

One-quarter mile open, amateur—Won by Crebs; second, Hume; third, Lawrence. Time, 0:29⅗.

Five miles open lap, amateur—Won by Giles; second, Halstead; third, Schnell; fourth, Morris. Time, 10:39⅘.

One-half mile open, professional—Won by McFarland; second, Samuelson; third, Wilcox; fourth, West. Time, 0:57⅘.

Two miles handicap, professional—Won by McFarland; second, Mitten; third, Wilcox; fourth Palmer. Time, 3:58⅗.

Five miles, pacing machines, professional—Won by Whittler; second, Samuelson; third, Turville; fourth, Heagren. Time, 6:03⅗.

Salt Lake City, June 27.—Iver Lawson made his season's debut at the Salt Palace saucer last night, but not in competition, as he has not yet straightened out his tangled contract with the eastern promoters. Lawson signed to ride at the new Newark track this season and came here after he broke his ankle just before the eastern track opened. Since that time he has been letting his ankle mend and in the last three weeks has been training. The promoters here have tried to buy Lawson off from the eastern promoters, but the latter have refused to relent and will make him fulfill his contract, it is understood. However, last night he only rode an exhibition, behind pace, and succeeded in covering the distance in 47⅗ seconds.



Another feature of the meet was the attempt to break the quarter mile record against time held by Lawson in 23⅘ seconds. Eight of the fastest professionals tried but they could not come near the record. McFarland and Samuelson made the fastest trials, each being timed in 24⅘ seconds, with De Mara third in 25⅕.

The one bright performance of the evening was the remarkable ride of C. L. Hollister from scratch in the half mile invitation handicap. Devonovitch had 70 yards and Hollister had to ride all the way to overhaul him. He passed the Russian just before entering the last stretch and finished in the fast time of 55⅕ seconds. The record is held by A. J. Clarke in 53⅘ seconds.

Wilcox and De Mara had a little pursuit race between themselves, but the Californian proved no match for the sturdy young Mormon, Wilcox ending the race by passing De Mara at 2 miles, 175 yards.

Meyer won the half mile amateur handicap from the 40 yards mark. The two miles lap race went to Halstead with Mayer second and Wright third.

The summaries:

One-half mile handicap, amateur—Won by Meyers (40); second, De Frank (75); third, Crebs (35). Time, 0:57⅘.

One-quarter mile record trials—Tie between Samuelson and McFarland for first in 24⅘; third, De Mara, 0:25⅕. Other performances—Wilcox, 0:26; Downing, 0:25⅗; Hopper, 0:26⅘; Hollister, 0:25⅗, and West, 0:26⅗.

One-half mile motor paced exhibition—By Iver Lawson. Time, 0:47⅖.

One-half mile invitation handicap—Won by C. L. Hollister (scratch); second, Devonovitch (70); third, Morgan; fourth, Palmer; fifth, Agraz. Time, 0:55⅕.

Two miles lap, amateur—Won by Halstead; second, Meyers; third, Wright, fourth, Giles. Time, 4:00⅗. Laps—Crebs 3, Birch 2, Diefenbacher 3, Morris 4, Thomas 1 and La Belle 2.

Unlimited match pursuit, professional—Won by S. H. Wilcox; second, Walter DeMara. Distance, 2 miles 175 yards. Time, 4:23⅘.

How a Briton Forced a Settlement.

If the collection method employed by one James Barbour, an English bicycle dealer, is usual on the other side of the pond, wheelmen who buy their bicycles on the instalment plan must live in constant expectation of interesting experiences during the period of time in which they are in debt for their wheels. Barbour's manner of collecting instalments recently was the cause of his appearing in court in the role of a defendent, on the charge of assault. He was accused of assaulting Mark Polson "by beating him with his fist, felling him to the ground, and while he lay on the ground, kicking and bruising him to the effusion of his blood on the public road." The accused pleaded guilty but claimed justification on the ground that Polson owed him about $12.50 for a bicycle which the latter did not seem disposed to pay. After being beaten into insensibility Polson, on regaining consciousness, paid up, whereupon Barbour returned about $1 to him—presumably as balm for his wounds—and thought that he had arranged for the matter to end there. Polson, however, was not entirely satisfied with the settlement and haled the dealer to court, where the latter was fined $5.

TAIL ENDER TAKES THE TROPHIES

Other Contestants in "Beacon Street Endurance Run" Take Cash—Budding Amateurs Endanger Status.

Sporting events are coming so thick and fast this week that it is pretty hard to keep track of them. Day before yesterday came the Rockville hill climb. The same day the Hartford baseball team won a game and yesterday morning was held the Beacon street endurance run for bicycles, says the Hartford (Conn.) Courant. And, on the whole, this last was the most satisfactory of the three for, in the hill climb, somebody had to be disgruntled; in the ball game Hartford's gain was somebody else's loss; but in the endurance run everybody who competed got a prize and so did three or four who did not—they got prizes just for paying their entry fees.

The run was for boys between the ages of 12 and 15 years, and was run exactly on the same plan as the big endurance runs—pardon me, gentlemen, on the same plan as other endurance runs. The start was made at 9 o'clock sharp from No. 189 Beacon street, with eleven starters out of fifteen entries. Competing machines were sent off five minutes apart and given an exact schedule to cover.

Scoring was on the basis of one minute off for every minute ahead of or behind the schedule, with five minutes leeway, and the schedule called for a speed of between ten and eleven miles an hour. Before the run there was a good deal of talk to the effect that the selectmen of the towns through which the run passed were to make an attempt to hold it up unless a bond was posted for the damage to the roads, but, through great tact on the part of the contestants, anything of the kind was obviated.

From Beacon street the course was to Farmington avenue, to Prospect, to Elizabeth Park, through the playground and up the hill to Asylum avenue and on to West Hartford center; from there to Elmwood Hill, to Quaker lane, to Park street, to Prospect avenue, to Farmington avenue, to Beacon street and to the finish line.

People are used to rising early for road races, etc., nowadays, so there was a large crowd to witness the machines as they drew away from the start, which was marked with a white line. The starter and timer was Lieutenant Augustus R. Felty of the Asylum Hill Cadets, assisted by Charles Fogarty, and the timer was dead on to all the details of his trade. As the instant for starting each man drew near, he would say, "Ready," then "Twenty-five seconds, ——— ten, ——— ve," and then "Go!" at which there would be the rattling of chains, a dig into the pedals, a cheer from the multitude, and the [illegible] a little streak in the distance.

There were two observers, Lloyd Barker and Rowland Cox. They were situated at the Asylum avenue control, where their principal duty was to see that nobody got off his wheel and walked up the hill. To get the best view of the course and thus fill their duty as observes to the fullest, they climbed up a tree—like Zacheus.

There were several perfect scores. The first man, Doane Anderson, was due in at 10 o'clock and he came in on the dot, thereby winning first prize, while Kelvin Sachs, who from his name ought to be pretty exact also, made a perfect score and was tied for first. Harold Lake—(yes, if you want to go into pedigrees it was the lieutenant governor's son. How did you guess it?)—Harold Lake, as one was about to say before the interruption, was third, being five seconds ahead of time. Vincent Coffin (there is a gubernatorial ring to this one, too) was fourth, being three minutes and thirty seconds behind time. Junior Turnbull (the reporter asked if that was his real name and they said it was) was fifth, Porter Chase (no more politics—insurance) sixth, William Moore seventh, Keney Goodwin eighth, Bulkeley Van Schaak ninth, Henry Mitchell tenth and Beckwith Cook eleventh. Harold Carey, Holbrook Hyde, Louis Ives and George Young were all among the entries but they were scratched, one because he had poison ivy, one because he was sick, one because he had been sick the day before and was still delicate, and one because he had refused to pay his entry fee—for thus early do our children learn thevices of their elders.

And as to prizes—alas the sad truth must out, though it was saved until the very last. But "The Courant" cannot suppress facts. The truth was that every one of those little rascals became yesterday morning a rank professional. They competed for money. The two winners got 45 cents a piece and the others lesser purses down to 1 cent. So when the lieutenant governor sends his son to Harvard to trim the Elis, as his daddy used to do, Yale can protest him as a professional. When Bulkeley Van Schaak goes to Trinity, Wesleyan won't do a thing with his rating, and Kelvin Sachs might just as well never go near New Haven. He will not be allowed on a single team—except the debating team.

There was only one man who has a chance of keeping his amateur standing and that was the last man in; for, although he competed for money, he didn't get any. All he drew was "three cups"—what kind is not known—oil cups, tea cups, stirrup cups or loving cups. Probably, at any rate, they are good enough to put on his shelf and label as "The Beacon Street Trophy," unless he merely has the privilege of engraving his name on them while they remain in the possession of the cook.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

CLOSE CONTEST IN A LONG RACE

MacLean Beats Moran in 25 Miles Motorpaced—Goodrich, Connolly and Droback Share Amateur Honors.

In one of the hardest fought and most interesting motor-paced races that has been held in some time Champion Hugh MacLean, of Chelsea, Mass., met and defeated James F. Moran, his fellow townsman and rival, at the Revere Beach saucer track last Saturday night, 27th ult. The distance was 25 miles and MacLean won by only half a lap, unusually close at this distance for motor-paced racing.

There was plenty of ginger to the contest from the crack of the gun at the start until the pistol shot 37 minutes 6⅕ seconds afterward. Both men rode hard and MacLean's victory was well earned. The contest naturally was the big feature of the meet and as each rider has a large contingent of admirers the race was followed with intense interest by the crowd of fans that was present.

The "simon pures" went three interesting heats in the half-mile handicap before they got down to the final. This went to S. Goodrich with a handicap of 90 yards, with J. Murphy, a 75 yards man in the place. J. Farren was third. Cornelius Connolly did not have much trouble in landing the five miles open from Tom Panacy. A. S. LaMontague finished third.

Tom Connolly, Charles Helander and Peter Droback made their initial appearance behind the motors in a ten miles grind. Young Droback, who is a glutton for hard work, won, with Connolly second and Helander last. The distance was covered in 19:23⅕. The summaries:

Twenty-five miles motorpaced professional—Won by Hugh MacLean, Chelsea; second, James F. Moran, Chelsea. Time, 37:06⅕.

One-half mile handicap, amateur—Won by S. Goodrich (90); second, J. Murphy (75); third, J. Farren. Time, 0:58⅖.

Five miles open, amateur—Won by Cornelius Connolly; second, Tom Panacy; third, A. S. LaMontague. Time, 12:26⅗.

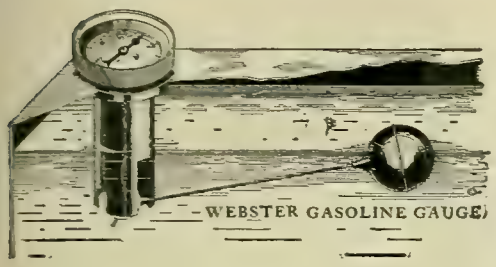
Ten miles motorpaced, amateur—Won by Peter Droback; second, Tom Connolly; third, Charles Helander. Time, 19:23⅕.

Hopper Seriously Hurt at Salt Lake.

According to despatches from Salt Lake City Norman C. Hopper, the former Minneapolis crack, but who has been riding in Utah for the past four years, ws seriously and perhaps mortally injured while training behind pace on the Salt Palace saucer Monday last, 29th ult. It is stated that Hopper was going at a 1:25 clip when he fell and that a splinter a foot long entered his abdomen and pierced his intestines in nine places. He is not expected to live. Hopper is one of the most popular of the professional bicycle riders in America.

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Court Defines the Motorcycle's Status.

Judge Thomas A. Whallon, of the Indianapolis Police Court, has rendered a decision which may prove of far reaching value when the time comes for establishing the exact status of the motor bicycle. As between the automobile and the bicycle, he places the motorcycle in the same category with the bicycle. The decision is the outcome of the recent arrest in Indianapolis of several motorcycle owners, charged with failure to comply with the city ordinance which requires motor vehicles to take out a city license at a cost of $3 per year. This ordinance, fought by automobilists on the ground of unconstitutionality, has just been declared constitutional by Judge Allen of the Circuit Court. Judge Whallon holds, however, that the ordinance does not apply to motorcycles, which, under the Indiana State law, are licensed as bicycles, the annual fee being $1. In accordance with this view of the matter the motorcyclists, who had secured their $1 bicycle licenses, were discharged, the charges against them being dismissed.

Extreme Enforcement of the "Lights" Law.

In enforcing the "Lights on Vehicles" law in Great Britain, the police have been going "the limit" and a little more. They have been gathering in cyclists for even trundling lampless machines after sundown. In one district in Ireland no less than 50 arrests were made for this "offense." This condition of affairs having been brought to the attention of the Cyclists' Touring Club, a meeting between club officers and government authorities was arranged, and as a result of the conference the club was informed that it was not proposed to make a practice of prosecuting cyclists for the "offense." In addition to this assurance, a question put in the House of Commons caused one of the members to make a statement to the effect that, although such prosecution might be taken according to the letter of the law relating to Ireland, it was in future proposed to deal only with those cyclists who were actually found riding their machines without a light.

New Equipment for Atlanta Bicycle Squad.

An entirely new equipment of Racycles has been purchased by the city of Atlanta, Ga., for the use of its police department. By the terms of the contract, which was closed with the Castle Bicycle Co., local Racycle agents, on June 12th, 41 of the 1908 models, equipped with coaster brakes and otherwise thoroughly up-to-the minute, are to be delivered in not more than three weeks, July 15th being the limit of delivery mentioned. At first it had been planned to buy no new wheels this year, but it was decided later to curtail the expense of upkeep of the old machines and at the same time to secure a more reliable equipment by exchanging the entire lot for new ones. The first machines purchased by the city, which have now been exchanged, also were Racycles.



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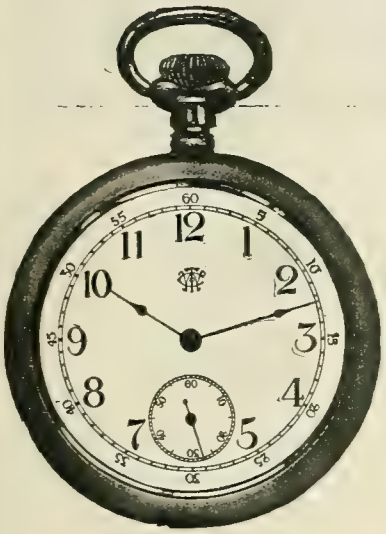
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Strengthens front fork and adds 3 inches to wheel base.

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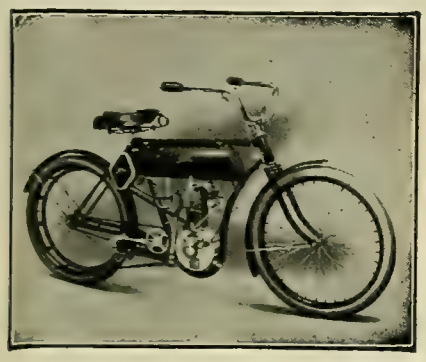
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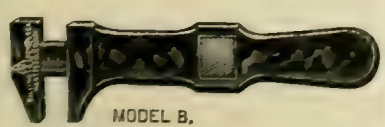
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The Week's Patents.

890,725. Valve Remover. Berndt A. Swenson, Providence, R. I. Filed Feb. 24, 1908. Serial No. 417,260.

1. In a valve remover, the combination with the body, of supporting means upon the upper portion of the body, a forked member slidably mounted in the lower portion of the body, and cam means upon the body operatively connected with the forked member for actuating said member.

891,071. Bicycle. Raymond Huber, North Plainfield, N. J. Filed Oct. 12, 1907. Serial No. 397,127.

1. InIn a bicycle, the combination with a frame and upright, of V-shaped connecting members affording support at their rear angles for one of the wheel axles, the lower arms of said members being connected at their forward ends directly to the frame of the bicycle, and a spring connecting the ends of the upper arms of said members with the upright and constituting the sole means of connection between said members, and couplings connecting the spring to the upright and movable on the latter, whereby the spring may be adjusted to suit the requirements.

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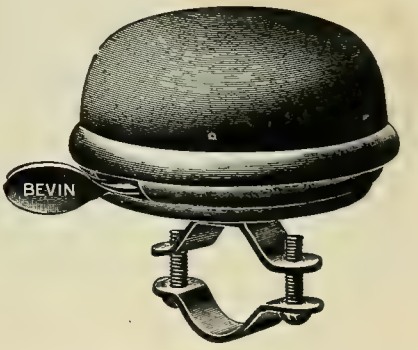
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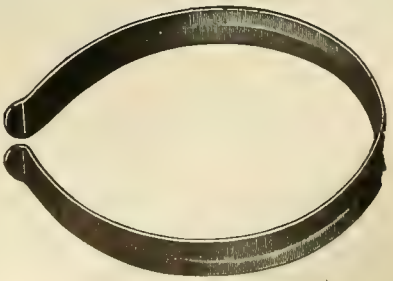
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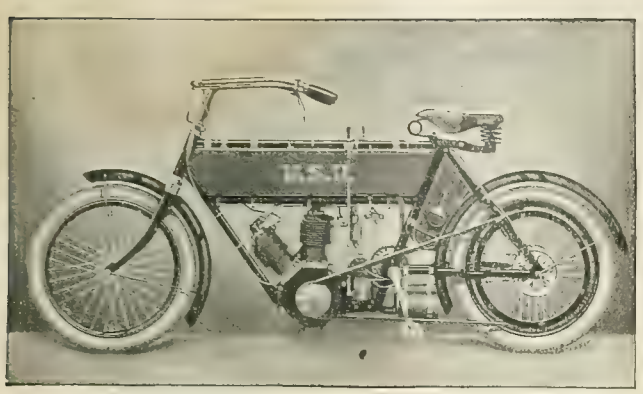
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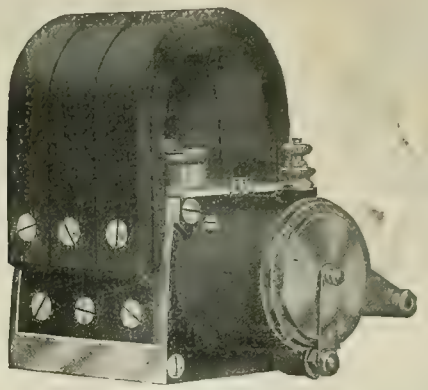
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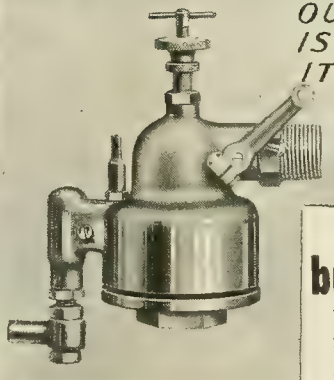
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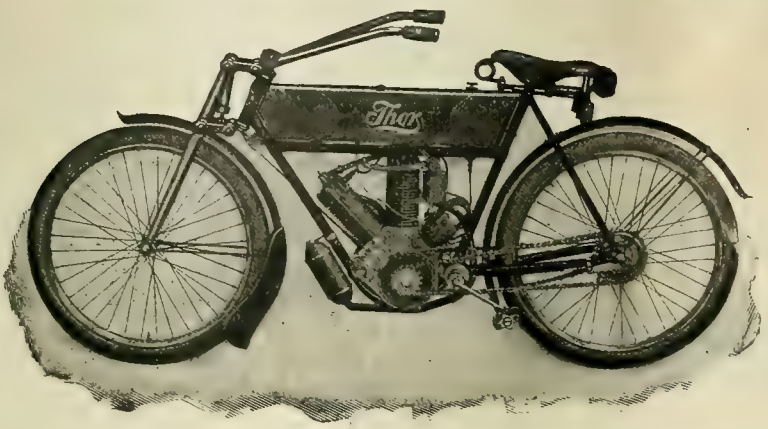
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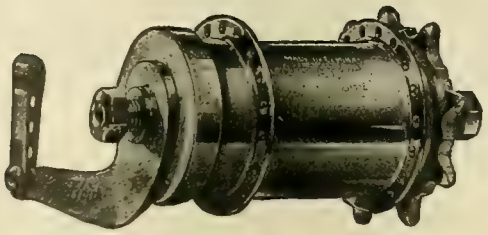
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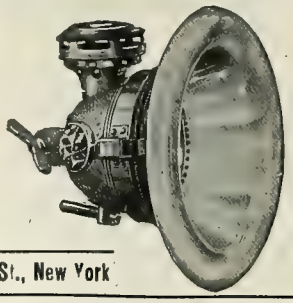
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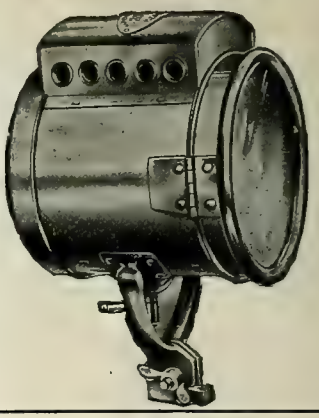
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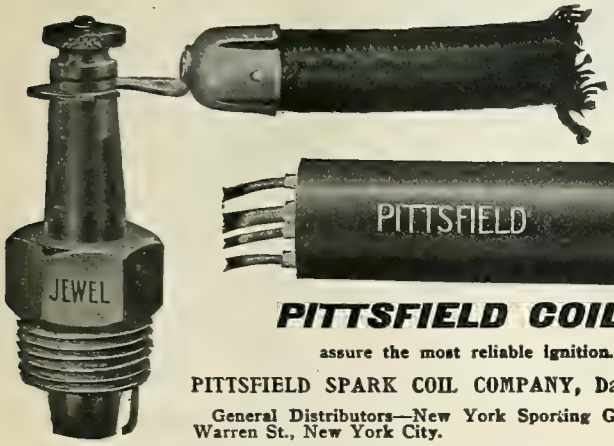
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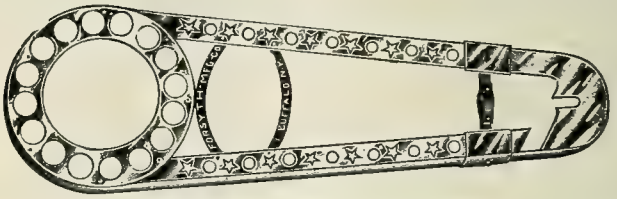
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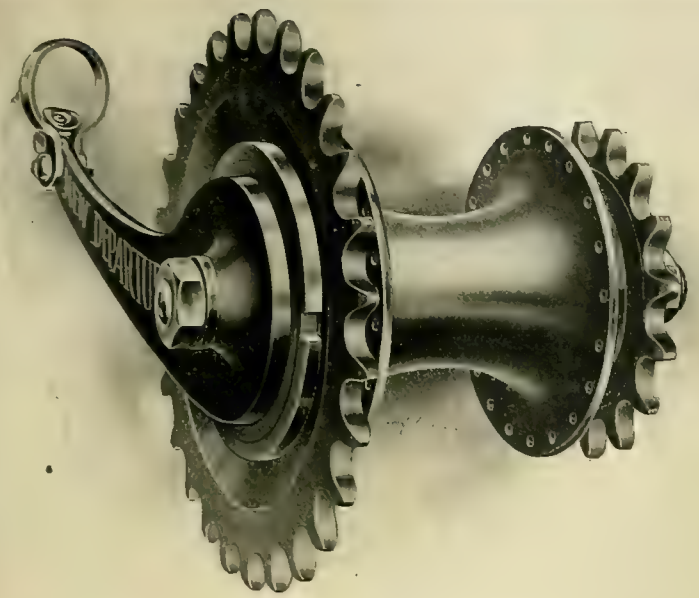


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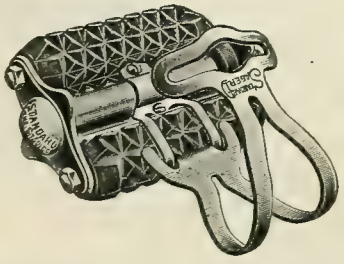
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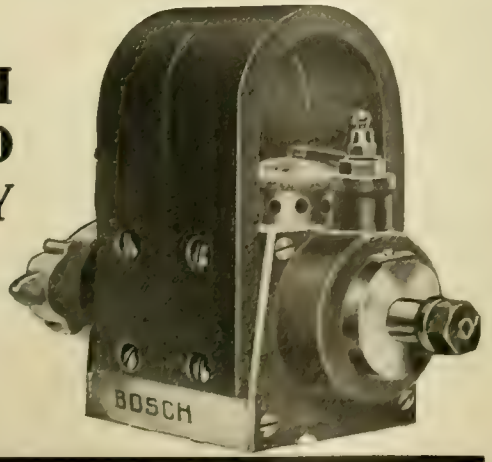
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¶ It eliminates all ignition trouble and worry. Generates an inexhaustable supply of current at all times under all road conditions. Develops every ounce of power and speed the engine can produce. Makes hill-climbing easy.

¶ Magneto ignition is now recognized as the only reliable ignition system for motorcycle use. The Bosch Magneto is recognized by all manufacturers as the best and most reliable magneto obtainable. Equip your motorcycle with the Bosch System of ignition. You can speed faster, ride easier and climb hills with less effort, and—you don't have to worry about your ignition.

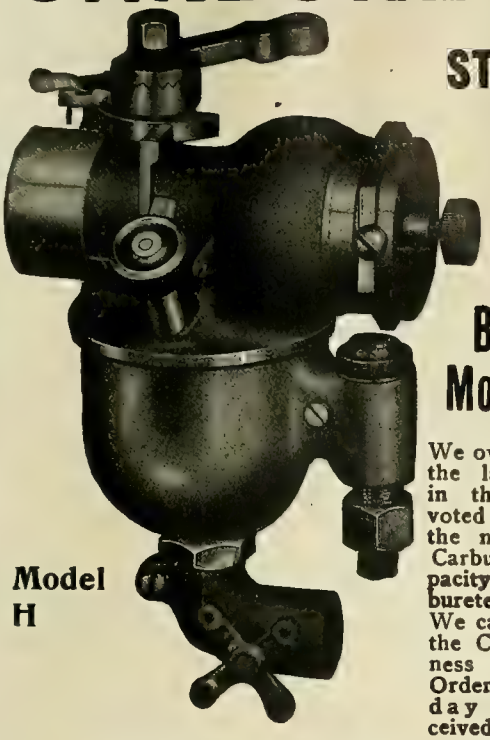


BOSCH MAGNETO COMPANY

160 West 56th St.

NEW YORK

THE SCHEBLER CARBURETER



Model H

STANDARD OF THE WORLD

Built for Motorcycles

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

WHEELER & SCHEBLER, Manufacturers

Factory, INDIANAPOLIS, IND.

SALES OFFICES
F. J. ALVIN, Mgr.
233-237 Randolph St., Chicago

NEW ENGLAND OFFICE
W. J. CONNELL, Mgr.
36 Columbus Ave., Boston, Mass.

EASTERN OFFICE—E. J. EDMOND, Mgr.
The Motor Mart, 62d St. & Broadway, New York

CANADIAN OFFICE:
JOHN MILLEN & SONS, Ltd., Montreal—Vancouver—Toronto.

LIST OF DISTRIBUTORS:

Excelsior Supply Co., 233 Randolph St., Chicago, Ill.
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Chas. E. Miller, 824 Main St., Buffalo, N. Y.
National Electrical Supply Co., 1330 New York Ave., N. W., Washington, D. C.
Jos. Woodwell Co. 201 Wood St., cor. 2d Ave., Pittsburg, Pa.
Chas. S. Smith & Co., 302 N. Broad St., Philadelphia, Pa.
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J. W. Lathrop & Co., Mystic, Conn.
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Kansas City Motor Car Co., Kansas City, Mo.
C. J. Smith & Co., 16 W. 4th St. St. Paul, Minn.,
Northern Electric Co., Minneapolis, Minn.
Angier Company, 735 Boylston St., Boston, Mass.
Auto Supply Co., 14 Columbus Ave., Boston, Mass.
Boston Cycle & Sundry Co., 48 Hanover St., Boston, Mass.
Gordon's Auto Supply Co., Elliott St., Boston, Mass.
Hub Auto Exchange, 141-145 Freeport St., Dorchester, Mass.
A. Baldwin & Co., cor. Camp and Common Sts., New Orleans, La.
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Waite Auto Supply Co., Providence, R. I.
Belcher & Loomis Hdw. Co., Providence, R. I.
Chanslor & Lyon Motor Supply Co., 542-6 Golden Gate Ave., San Francisco, Cal.
Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.
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Milwaukee Auto Engine & Supply Co., 706-8 Winnebago St., Milwaukee, Wis.
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John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
Chas E. Miller, 227½ Jefferson Ave., Detroit, Mich.
Denver Auto Goods Co., Denver, Colo.
Page Engineering Co., 119-121 E. York St., Baltimore, Md.
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Florida Gas Engine & Supply Co., Tampa, Fla.
Columbus Auto Supply Co., 342 So. High St., Columbus, Ohio.

WANTS AND FOR SALE.

10 cents per line; 15 cents per line if in capital letters. Cash with order.

NEW $275 twin cylinder Curtiss, riden less than 50 miles as demonstrator. Will take $190. New $210 Thor Racycle motorcycle. Will take first check for $160. Closing up agency. NEAL, 645 Main St., Buffalo, N. Y.

FOR SALE—1907 model twin cylinder Curtiss motorcycle; 5 h. p.; price, $150. First-class condition. For particulars, J. R. HENDERSON, 724 19th St., Rock Island, Ill.

FOR SALE—One new 1908 Curtiss twin motorcycle, $225; one single, $165. P. W. WOOD, JR., 31 Central St., Worcester, Mass.

FOR EXCHANGE—Vacant lot in Dayton, O., for motorcycle. J. HENRY MERKEL, care Davis Sewing Machine Co.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence, R. I.

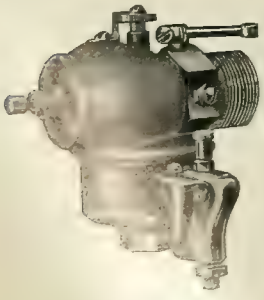
1908 INDIANS, Royals and Thor motorcycles, parts, repairs, storage, etc. Twin Indian at $200; single Indians, $75 up. Send for catalogues. WIDMAYER, 2312 Broadway, New York.

SAVE chain trouble by using Ball Bearing, Fiber Idler; fits Indian, R-S, Thor and Light motorcycles. Send for cut and price. A. C. MOUNT, 1158 Washington St., Elizabeth, N. J.

CURTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

WE REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.,
109 N. 12th St., St. Louis.



Get a **HEITGER CARBURETER**, and stop your trouble, more power, and speed, better control, giving best of satisfaction among users, and being used by FOUR manufacturers, WHY?

Catalog, and price on request.

Heitger Carbureter Co., Indianapolis, Ind.

HIGH GRADE

wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having **Frictionless Rocker Joints.** Insist on having the Morse Twin Roller. Fits regular sprockets.

Send for Catalogue and Trade Price to

Morse Chain Co., Ithaca, N. Y.

1908 Catalogue Now Ready

Send for a copy at once or you will miss a good thing.

The Sidney B. Roby Co.,

ROCHESTER, N. Y.

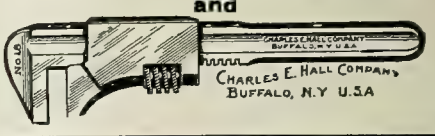
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BICYCLES, BICYCLE SUNDRIES, MOTOR CYCLE SUNDRIES, AUTOMOBILE ACCESSORIES.

Genesee Pedals Frame Sets

Also All Metal Parts for Bicycle Construction

JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.

Combination Pliers, Bicycle Chains and





SEAMLESS DRAWN

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SEND FOR SAMPLES

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WORCESTER, MASS.

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BUY—Nuts, Bolts, Screws, Adjusting Cones, Cups, Brass Plugs, Pump Connections, Pump Hose, Saddle Clamps, Head Brackets, etc., etc., of

STEVENS & CO.

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MOTORCYCLE SUPPLIES

The Largest Exclusively Motorcycle Supply Catalogue is now ready

MAILED FREE TO ALL INTERESTED

E. J. WILLIS CO., 8 Park Place, New York

TO THE LIVE MAN

interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

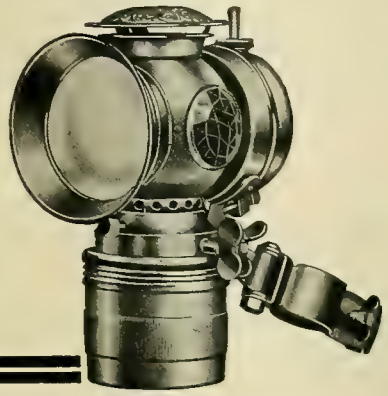
Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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Address_____

Solar Gas Lamp Will Burn 5 Hours!

SOLAR all nickel acetylene Gas Lamp projects a white light 100 feet ahead. It is acknowledged to be the only safe acetylene lamp for Bicycle or Motorcycle use.
It is simple in construction; it is made entirely of heavy brass. Above all—it will burn for 5 hours, and will not jar or blow out.



Badger Brass Manufacturing Co.

TWO FACTORIES
KENOSHA, WIS.
433 Eleventh Ave., NEW YORK CITY

Reliability is Priceless



When you find a really reliable article, stick to it—don't experiment.

One of the strongest features of

SPLITDORF IGNITION

is its unfailing reliability.

This quality, combined with its well-known efficiency and durability, makes it the favorite ignition system of motorcyclists.



C. F. SPLITDORF

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NEW YORK

TO KNOW THEM IS TO LIKE THEM

Gibney Special Tires

QUOTATIONS ON REQUEST

J. L. Gibney & Bro., Philadelphia, Pa.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

STA-RITE SPARK PLUGS Are the most reliable—stay right the longest. $1 up. No. 48 STA-RITE, at $1.50, is the best plug ever put on a motorcycle. R. E. HARDY CO., 25 W. 42d St., New York.

Curtiss MOTORCYCLES

Roller bearings throughout. Send for catalog.

Curtiss Mfg. Co., Hammondsport, N.Y.

SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



The Star Ball Retainers

therein?

WHO? Tell us.

The STAR BALL RETAINER CO
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany

The Caterpillar Flame Coil

is now standard equipment with ten manufacturers. Efficiency, reliability and low price are the reasons.

Pfanstiehl Electrical Laboratory

NORTH CHICAGO, ILL.



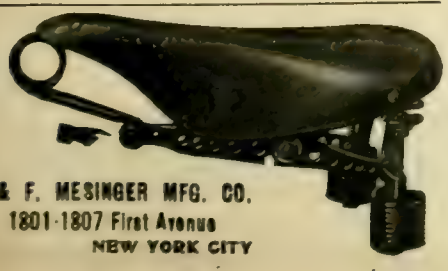
For testing dry cells, use the

Eldredge Battery Ammeter

0 to 30 Amperes

Indicates in either direction of current. Price $3.50, delivered.

Eldredge Electric Mfg. Co.
3 Post Office Square,
Dept. M. Springfield, Mass.



H. & F. MESINGER MFG. CO.
1801-1807 First Avenue
NEW YORK CITY

THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

GEO. W. NOCK CO.

Jobbers of
BICYCLES and SUNDRIES
126 N. Fourth St. PHILADELPHIA.

BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
Pennsylvania Rubber Co.
Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
Lake Shore Rubber Co.
B. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Kokomo Rubber Co.
International Automobile & Vehicle Tire Co.
Morgan & Wright.
Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

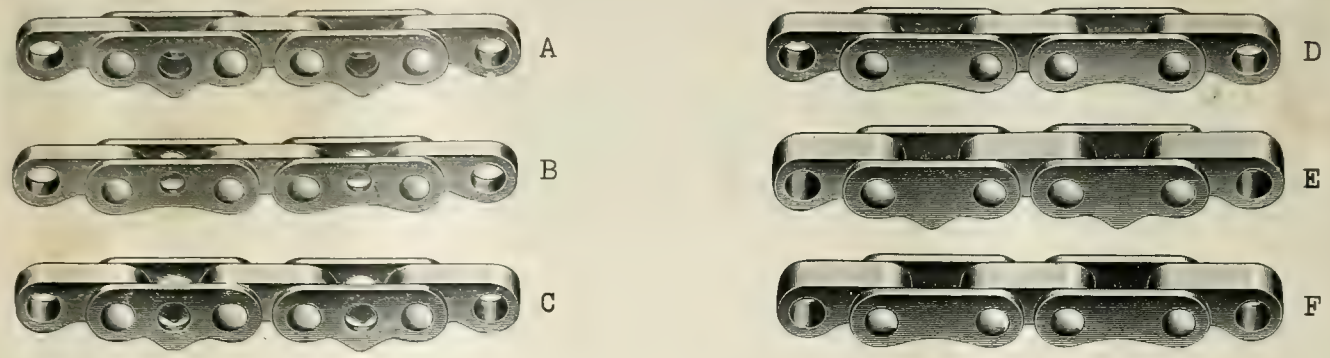
THE KOKOMO HABIT

has become second nature to thousands of dealers. Years of experience have emphasized its wisdom.



A Pocket-Book Tonic

Kokomo Rubber Co., Kokomo, Ind.



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

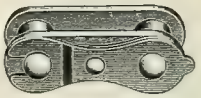
New ⅝-in. Pitch Chain

Roller or Bushing Type

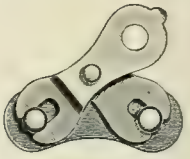


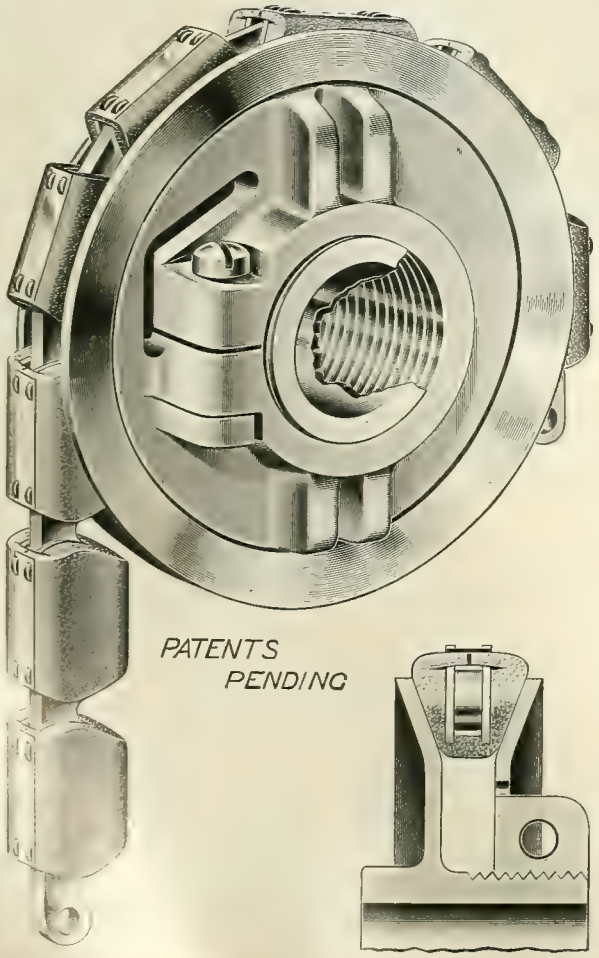
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

10 Miles for One Cent

was the astounding record of the

HARLEY-DAVIDSON

motorcycle in the official economy test of the F. A. M.

¶ You simply must take stock in this performance of a stock machine selected at random from the floor of our New York agents.

¶ Mr. Walter Davidson, on a 3¼ H. P. Harley-Davidson machine, broke all economy records, averaging one mill per mile of travel for the full distance of 50 miles and at a speed greater than 15 miles per hour, using even less fuel than the smaller and lighter machines in the class below.

¶ There's economy, reliability and endurance!

¶ This, following on the heels of the winning of the Diamond Medal by a score of 1000 plus 5 points, stamps the Harley-Davidson as the peer of all motorcycles and strikingly bears out our assertion that the Harley-Davidson is the best all-around machine for the average man to buy.

We have room for a few more live agents in unoccupied territory.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

THOMAS-ROBERTS MOTOR CO., 2230 Broadway, Distributors for Eastern New York and New Jersey.

NOTICE

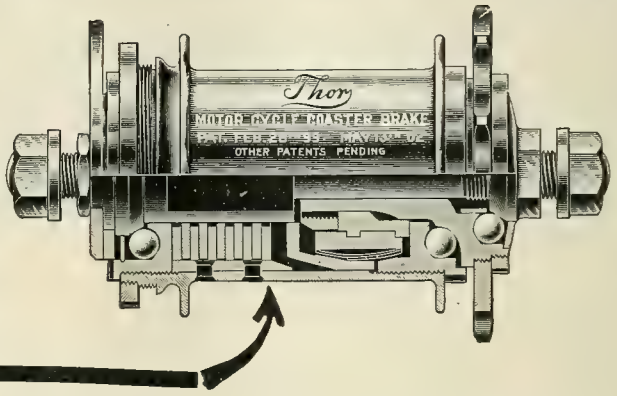
To Assemblers and Manufacturers of Motorcycles:

Thor **MOTOR COASTER BRAKES AND MOTOR FRONT HUBS**

are built on the same principles and designs as the well-known *Thor* Bicycle Hubs and Coaster Brakes. They are

QUALITY PRODUCTS

Note the **Friction Washers:** These give the *Thor* more braking surface than any other Coaster Brake on the market. Safety of the rider is the **vital point** of a Motor Coaster Brake





Note that the *Thor* Motor Front Hub is **Simplex design.** Ball races and shell **one piece,** giving **maximum bearing surface** for ball race.

We have other *Thor* Motor Component Parts, such as Compensating Sprockets, Seat Post Expanders, Hangers, etc., that may interest you.

AURORA AUTOMATIC MACHINERY COMPANY

Aurora, Illinois

JUVENILE BICYCLES



Do you, as a dealer, realize the importance of pushing the sale of bicycles to children?

¶ When a child has once had a jackknife it can never get along without one, and when a child has had a bicycle, it will continue to ride as it grows up.

¶ The sale of a Juvenile bicycle almost always leads to the sale of an adult machine.

¶ Fay Juvenile bicycles are just what the children want—they are strong, rigid, easy running, and they are made on dainty lines, in proper proportions, and nicely finished.

¶ Dealers should take advantage of this business now. It's the vacation season and the children have more time for riding.

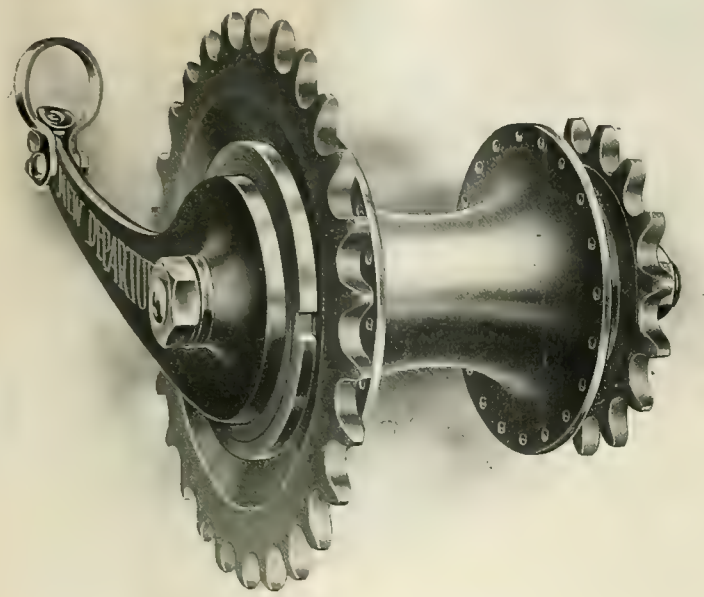
¶ We have a few special bargains in Juvenile bicycles which we are prepared to offer, subject to stock, at prices which will give you a little more than the usual liberal profit.

Order at once, or send for catalogue and information regarding summer bargain sale.

DEALERS WHO DO NOT RECEIVE OUR JUNE BARGAIN LISTS SHOULD WRITE AT ONCE

POPE MANUFACTURING CO., Hartford, Conn.

TO F. A. M. RIDERS—INVESTIGATE



Model BB For Chain Drive

Many of the leading designers and builders of motorcycles are using the

NEW DEPARTURE COASTER BRAKE

and will have no other on their machines. There are reasons, and it will pay you to investigate them.

If your Dealer can't show you write us. We will.

THE NEW DEPARTURE MANUFACTURING CO., King Street, BRISTOL, CONN.

Don't take "No" for an answer

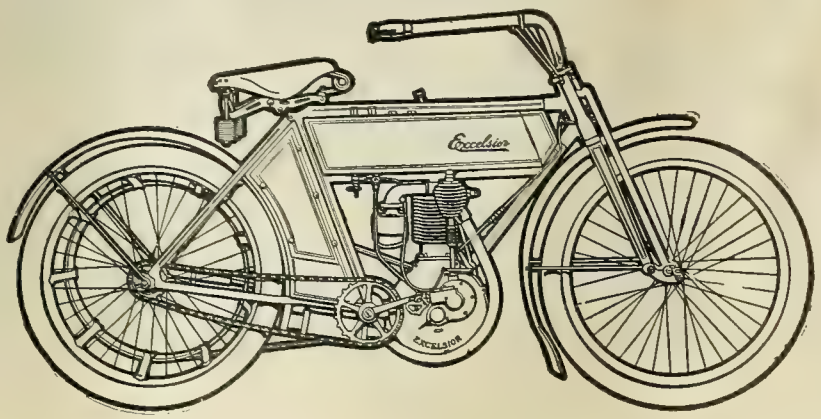
THERE IS NO SOUND REASON

why any reputable bicycle manufacturer should refuse to fit

Fauber Crank Hangers

when they are called for by his trade. Call for it!

Great Western Mfg. Co., Laporte, Ind.



¶ To the casual examiner all motorcycles may look pretty much alike.

¶ The experienced user knows that the things that really count are on the inside.

¶ The EXCELSIOR AUTO-CYCLE is good inside and out.

¶ We claim and stand ready to prove our claim that in the Excelsior Auto-Cycle is both the best material and the best workmanship ever put in a motorcycle.

¶ Add to this CORRECT DESIGN and real practical improvements such as FREE MOTOR, LOW, COMFORTABLE SADDLE POSITION, POSITIVE GRIP CONTROL and a SILENT, VIBRATIONLESS MOTOR, and you have a machine that gives all the comfort and road qualities of a touring car at a cost of maintenance too slight for consideration.

¶ Write for our new catalog, M. C. 20.

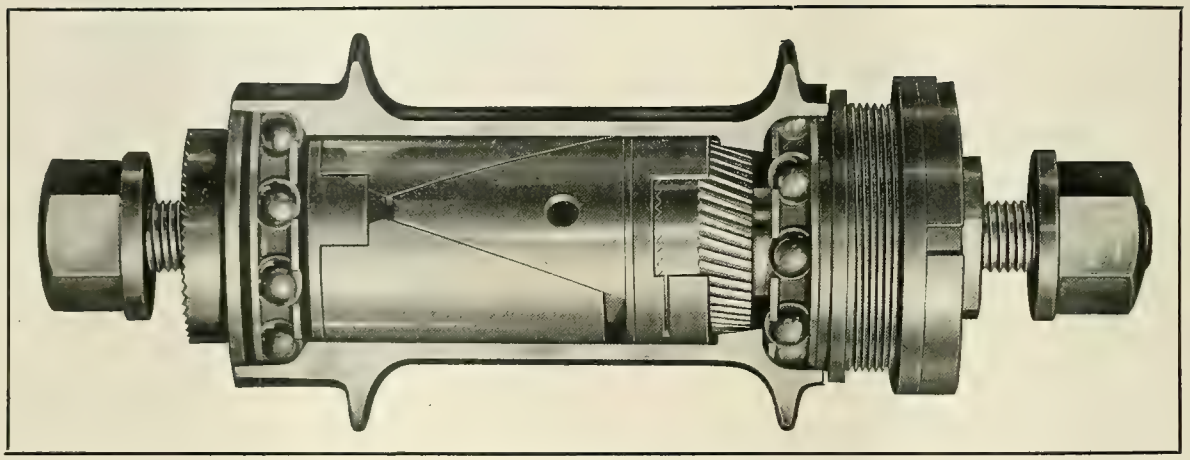
EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

233-237 RANDOLPH STREET, CHICAGO, ILLINOIS

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, July 11, 1908 | No. 16

POPE RECEIVERS GET FREE REIN

May Continue Manufacturing for 1909—Would Sell Columbia Steel Stock—Apperson Rumor Denied.

In spite of the so-called banking or "note brokers" interests opposing any line of action other than a closing up of the Pope Mfg. Co. affairs to a point where they would get their money as quickly as possible, the receivers on July 7 obtained from Vice-Chancellor Howell, of the New Jersey chancery court, a general order permitting them to go ahead and carry on the business at the Hartford and Westfield plants for the season of 1909, and to buy the necessary material for and to manufacture 700 automobiles and 50,000 bicycles of the 1909 pattern.

This action is regarded as being agreeable to the wishes of the majority of merchandise creditors, who want to see the business regain its feet and are willing to allow a reasonable time to that end.

The demand for an immediate settlement of claims has been placated to a large extent by the issuance of an order looking to the payment of a second dividend of 25 per cent. on all allowed claims. The order directs the receivers to apply to the Superior Court of Connecticut for the transfer to the jurisdiction of the New Jersey court of sufficient funds to pay such a dividend to the creditors. The hearing on this application will take place in Hartford on July 21.

A proposition to sell $300,0000 worth, par value, of shares in the Columbia Steel Company, which were among the assets, to Howard Cole for $135,927.75 and a cancellation of the Pope indebtedness to the Columbia Co. amounting to $54,072.25, making in effect a total of $190,000, is being entertained by the receivers. The offer is subject to the approval of the court of chancery and the receivers have petitioned the court for direction as to its acceptance or rejection, the hearing to be held in Newark on July 14. The receivers declare it the most favorable offer made them for the property and incline to accept it. The hearing will permit whatever objections may be offered.

The attorneys for Louise Unzicker, who with others of her family, is the owner of the Western Wheel Works property in Chicago on which the Pope Co. has a 17 year lease at $25,000 a year, have been endeavoring to get an order compelling the receivers to pay into the court money to cover 25 per cent. of her claim each time a 25 per cent. dividend is paid the creditors. The money has been ordered set aside, but decision is reserved as to paying it into court.

Alexander Joins with Seewald.

W. B. Alexander and George M. Seewald, of Atlanta, Ga., entered the field as jobbers of bicycles and bicycles accessories on July 1, under the corporate name of the Alexander-Seewald Co. Mr. Seewald for the past five years has been the manager of the Atlanta Branch of Morgan & Wright, of Detroit, and his territory extended over five states. Alexander was formerly in the Alexander-Elyea Co.

The new company has already closed a contract with Morgan & Wright for their agency in the South, and also with the Consolidated Mfg. Co., of Toledo, Ohio, for the sale of Consolidated bicycles, motorcycles and package cars.

Pollock Sails with Tubing Orders.

Thomas Pollock, of Accles & Pollock, Oldbury, England, who recently called on the trade in this country, has returned home well satisfied with the result of his visit. He secured a number of excellent contracts for bicycle tubing both in the United States and Canada, and expresses the opinion that there will be a big demand on this side of the Atlantic for high grade tubing made of Swedish steel. In the future, the firm will make a feature of catering to American manufacturers.

JOBBERS SELECT ATLANTIC CITY

Will Meet on the Same Dates as the Cycle and Parts Makers—Entertainments Planned.

Atlantic City having been selected as the meeting place for both the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association on August 5, 6, and 7, a call has been issued by President George W. Nock, of the National Association of Bicycle Jobbers, for the presence of all its active jobber members at the annual meeting at the same place and on the same dates. The fact that the jobbers will hold their meetings concurrently, has lead the manufacturing associations to relax somewhat from their "strictly business" program, which was contemplated, and to prepare for some organized diversion.

The personnel of the joint committee of the two manufacturing associations has been changed somewhat, and now consists of W. J. Surre (Corbin Screw Corporation), Dave Troxel (Troxel Mfg. Co.), and Ralph D. Webster (Eclipse Machine Co.), on behalf of the Cycle Parts and Accessories Association, and Harry Walburg (Reading-Standard Co.), and J. F. Cox (Pope Mfg. Co.), for the Cycle Manufacturers Association. This committee is now at work preparing for the bicycle trade conclave, and in addition to arranging for hotel accommodations has already outlined a series of entertainment features which will bring the members of the respective associations together in a social and personal way.

All three associations will make their chief headquarters at the Shelburne Hotel, while accommodations for those attending have also been obtained at the Hotel Dennis and the Penhurst, the latter adjoining the Shelburne. The business meetings will be held at the Hotel Dennis directly opposite. Details of the programs will be announced shortly.

LAW BARS IMITATION PRODUCTS

Decisions Stamping Their Sale as Unfair Competition in Trade—Lack of Patent or Trademark Non-Essential.

Closely allied to the patent infringement and price cutting evils which so strongly menace the stability of all trade interests, is the imitation of wares, which constitutes a direct encroachment on the proprietary rights of the original manufacturer, even though no absolute patent or trademark infringement may exist. In many instances where specific protection does not exist the copyist may be held in check by the application of the trade mark law, under the head of "unfair competition,"—a phrase which should carry a clearly defined meaning to every maker and dealer.

A most suggestive case in point is that of the well known manufacturer of ignition apparatus, who found that the reputation of his product was being assailed because of the failure of certain of his specialties to give service for the full length of time which they might with reason be expected to last. After a long and searching examination by the manufacturer's experts, it was discovered that the cause of the trouble was in the wearing parts, which had been replaced by others made in imitation of the original by an unscrupulous manufacturer. The manufacturer believed that such pernicious practices could be stopped, and put the matter in the hands of his attorney. Instant calling to the attention of the imitating manufacturer the several decisions covering this point, which the courts had rendered. The offending maker saw the light, and averted a law suit by ceasing the practice of supplying parts which so closely imitated the original.

This case was placed in the hands of T. F. Bourne, 220 Broadway, New York City, whose views concerning the bearing of patents on the price cutting situation, were printed in these columns recently. When seen by a Bicycling World man early this week Mr. Bourne proved willing to talk of the steps which may be taken in suppressing imitation, under the head of unfair competition. His definition of the phrase which, probably has no specific meaning to many to whom it should be familiar, is as follows:

"'Unfair competition' is a term broadly used to express the doctrine that one person may not so dress up his goods, or the packages containing the same, that dealers may be enabled to palm them off upon the public as and for goods of the original manufacturer, irrespective of any particular trade mark rights that such manufacturer may have. This is very important in many instances, as where a manufacturer has built up a valuable trade without depending upon a trade mark, and the public has become acquainted with his goods by reason of their particular appearance or by the style of package or appearance of the label thereon. If others were permitted to sell their goods having such near resemblance to those of the original manufacturer as to be likely to deceive, a great injury would be done to such manufacturer, as well as to the public.

"The courts are very strict in restraining unfair competition, and to obtain such protection it is not necessary that a manufacturer have a strict technical trade mark for his goods," he continued.

"In the case of Church et al. vs. Russ, 99 Fed Rep., 278, the court held:

"'The underlying principal of each case (unfair trade and technical trade mark) is the same, namely, the prevention of that which in its operation and results, and usually in intention, is a fraud upon the public, and an injury to the rival trader.'

"With respect to a trade mark, irrespective of unfair competition, in Gannett vs. Rupert, 127 Fed. Rep., 962, the court said:

"'It is of no moment that the proof fails to show deception, confusion or injury to any marked extent. Such proof is unnecessary where infringement of a valid trade mark is clearly established.'

"In Consolidated Ice Co. vs. Hygeia Distilled Water Co., 151 Fed. Rep., 10, regarding the infringing trade mark, the court said:

"'It is enough that it is so used as to be likely to produce confusion as to the origin of the article to which it is applied. This sufficed to warrant the granting of an injunction. . . . . '

"I have referred to the trade mark cases above to show the analogy to cases on unfair competition in trade. There are two recent cases showing how far the court has gone in restraining unfair trade, even though the plaintiff had no patent or trade mark.

"A manufacturer of tobacco had for a number of years placed tin tags of peculiar shape, with a dark background and a word thereon, upon tobacco plugs, and had largely advertised the tobacco. Later the defendant put upon the market a cheaper grade of tobacco with plugs of the same size and shape, with tags thereon of the same size, shape, style and colors, the only difference being in the name, which the defendant did not copy, and which name could be distinguished at a short distance. The evidence showed that the simulation was intended, and did in fact deceive customers who intended to buy the plaintiff's tobacco. It was held that the same constituted unfair competition and entitled the complainant to an injunction. In this case the question of technical trade mark was not the point in issue.

"In another case, Yale & Towne vs. Alden, 154 Fed. Rep. 37, a manufacturer of padlocks who made a lock upon which there was no particular patent or trade mark, brought an action to restrain the defendant from selling padlocks in imitation of the appearance of plaintiff's padlock. The court said:

"'A comparison of the exhibits satisfies us beyond any doubt that the defendant had so closely copied the plaintiff's padlock in form, size, coloring, lettering and details of finish that his articles are likely to induce purchasers to buy his padlocks supposing them to be the padlocks of the plaintiff. . . . . The defendant has, with a purpose taken the design and dress of the plaintiff's padlock. He has carefully copied it, differentiating his own from it in minor details probably intending to escape the charge of infringement; but he has gone a step too far when he has produced a padlock which to casual observation is substantially identical in appearance with the plaintiff's. His apparent purpose was to extend his trade with retail dealers and supplant the plaintiff's sales to such dealers by furnishing them with an article which could be sold readily to customers as the article made by the plaintiff."

"The defendant was restrained from thus imitating the style and dress of the plaintiff's goods.

"The foregoing extracts show the dangerous ground to traders who copy the goods of others, whereby to enable the substitution of the copy or simulation for the original product, and where such acts are liable to cause confusion and deception the courts will not hesitate to restrain the same."

Dealers Demanding Best Grades.

M. S. Stokes, manager of the bicycle tire department of the Hartford Rubber Works Co., Hartford, Conn., has returned from a swing around the western circle visiting the trade. He reports that the demand for higher price tires of the best grades is very much larger this year than for some time past, and this demand reflects a corresponding raising of the quality of the complete bicycles and general accessories that are now being bought by the retail trade.

Fisk New York Agency Incorporates.

The New York agency of the Fisk Rubber Co., which has heretofore existed as a branch of the parent concern at Chicopee Falls, Mass., has incorporated as a separate enterprise. It will be known as the Fisk Rubber Co. of New York, its capitalization being $5,000. The incorporators are William G. Phillipeau and Max Meyer, of No. 2 Rector street, New York, and Alfred N. Mayo, of Springfield, Mass.

Buy Motorcycles for Mail Service.

Ten more motorcycles are to be purchased for the rural free delivery mail carriers at Logansport, Ind. Three of the carriers have been using motorcycles for some time past, and the success and economy of the machines in comparison with horses, together with the great saving in time, has induced a more extensive investment.

Loos Sets up for Himself.

W. L. Loos, former manager of J. T. Bill & Co., at Los Angeles, has set up for himself in Oakland, Cal. Among other things he will handle R-S motorcycles.

ANOTHER ROYAL ANNOUNCED

Features Which Mark the New Model—"Double Diamond" Construction of the Frame—Detail Improvements.

Bristling with a number of new features which render it a worthy companion to its predecessor, a new member of the Royal family has just made its appearance. In announcing it, its makers, the Royal Motor Works, Inc., Worcester, Mass., state that it is not intended to replace the pattern already on the market, but will serve merely as an addition to the line, furnishing the necessary spice of variety to give it added strength. In many respects it is similar to the older pattern, the modifications in design, however, are sufficient to warrant fully listing it as a separate product.

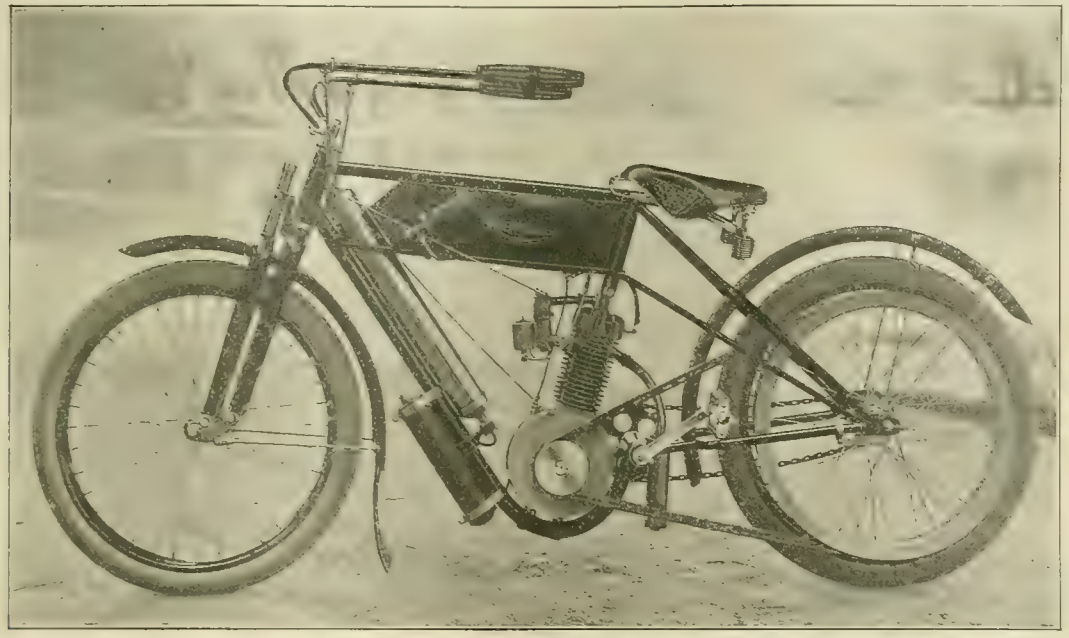
The frame, which is only 19½ inches high, introduces a new method of bracing—two tubes running from the lower front tube to the motor and then downward to the back axle. This "double diamond" construction, is claimed to be the strongest in the market, weight for weight.

The two-compartment oil tank is mounted on the two tubes running from the head to the seat post mast, the feed to the motor from the oil compartment in the rear, being by means of an improved form of pump, with a transparent barrel, making the charge visible to the rider as it is fed to the crank case. Another noteworthy point is that the tank is pitched well toward the rear, thus reducing loss from evaporation, and making it possible to drain the very last drop of fuel. This arrangement also permits of a very low saddle position and brings the rider down near the ground. The new type of horizontal seat post, carrying the Persons Champion saddle, also aids in securing this effect, while contributing to the comfort of the rider.

The wheels are 26 inches in diameter, shod with 2¼-inch G & J tires. They are equipped with Morrow hubs. The transmission embodies the use of the Watawata V-belt, employed for the first time in America as a regular equipment feature, but extensively known and used abroad, and the new Persons "perforated, armless, rivetless and rustless" pulley. As the motor is given a new position in front of the crank hanger, no special tension is required on the belt.

By virtue of a newly designed battery connection, it is possible to remove the entire case in an instant, merely by loosening one screw, which is placed at the lower end of the battery tube, and is visible in the accompanying illustration of the machine. Three standard cells are carried in the tube, and as no bands or lugs are required to hold the tube in place, there is small chance of difficulty in this quarter, either in making repairs or replacements, or by the roadside. A conical head entering a lug in the upper end of the tube, retains it securely, while the other end is held by the screw and a check nut.

As will be observed, the machine, though differing from it in many respects, still preserves in a number of ways the outward aspect of the former Royals. In addition to the features already mentioned, are combined the use of wide mudguards, rubber pedals, long grips, Royal double spring fork, improved muffler, large coil, double grip control and long handle bars.



THE LATEST MEMBER OF THE ROYAL FAMILY

World's Production of Copper Declines.

Last year for the first time in 15 years the world's production of copper showed a decline, according to statistics issued by a German metal company. The 1907 output, states this authority, was 713,000 tons. Of this amount, the United States contributed no less than 421,400 tons, England following with 72,400 tons, Central and South America with 57,000, and Germany with 31,900 tons. As in the matter of production, the United States led in the estimated consumption with a total of 232,600 tons. Germany, England, and France, followed with 149,800, 108,200 and 65,000 tons, respectively.

Detroit Decides on Motorcycles.

With an appropriation of $1,000, the police department of Detroit, Mich., is going to buy and install an equipment of motorcycles. Secretary Charles A. Nichols, of the department is now negotiating for the purchase of the machines and is seeking to have the merits of the various types and manufactures made clear before a decision is announced as to who will get the business. The department has for some time used bicycles for traffic and emergency needs, but believes that these may advantageously be supplemented by the use of power machines.

Bicycle Shop Changes Ownership.

A. O. Sjoholm has sold his bicycle and general repair business in Negaunee, Mich., to John Pollard. The latter is a practical machinist from Marquette, Mich., where he was in the employ of the Lakeside Iron Works, making a specialty of gas and gasolene engines. The change in ownership carries no present change in location, which is on Pioneer avenue, near Case street.

Installs a Repair Equipment.

Frank Young has started an up-to-date bicycle repair shop in connection with his bicycle store on West Market street, Bluffton, Ind. The new equipment that is being installed will provide facilities not only for the repair of bicycles and tires, but of motorcycles as well.

A plain tale simply told.



AJAX TIRES

have made good by being made better than the average tire and by being sold on a full "value received" basis.

¶ You can build for the future and profit now by tying up to a trustworthy tire—the Ajax.

¶ May we send you our proposition—now?

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

PIERCE CYCLES

TRIED AND TRUE

Highest Grade Bicycle On the Market Today

BECAUSE—

1st—It is built and backed by the largest and the oldest factory in the United States.

2d—Of its adaptability to any and all conditions.

3d—Of its perfect design. It is built on lines ahead of other bicycles and every part is made with the utmost care to insure the rider that under him he has a mount which is reliable in every detail.

4th—Of the guarantee that is given—the factory standing absolutely behind it and willing to make good any defect in manufacture—not only for the present, but for years to come.

5th—Thousands have ridden it in the past and have been satisfied, and we are sure you can be also by riding the PIERCE "TRIED AND TRUE."

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

F. A. LAUER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

AGENTS WANTED ALL OVER THE WORLD

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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 11, 1908.

Personal Control in Business.

No more significant fault can be found with the management of any business than that the head is lacking in the power to control its management in the fullest sense. In large concerns where that vague thing called an organization takes the place of the "boss" in the small shop, it seldom happens that this criticism applies. The large business which has one man at its head, also seldom suffers from this cause. But the man who has a small place of his own with just a little "help" to aid him in carrying it on, too often falls into the error of placing himself so far on a level with those who are in his employ as to lose sight of his own personality.

The ideal requirement in this respect is best expressed in the assertive placard which a certain proprietor hung on the walls of his shop. It said: "If you want to find out who runs this place, start something." Generally speaking, nobody wants to "start anything" in a place run by that kind of a man. He may be depended upon to do all the starting himself, and to start things in a way that will be to his own advantage.

The man who has sufficient self assertion to keep his hands and his brain in the lead, generally has enough enthusiasm to inspire his associates with respect for him and interest in their work. Such a man has his finger prints on every item in his accounts, and on every piece of work that is done. He knows what is going on, all the time—and he knows just why. He may be lacking in education, in business training, in skill, or in capital. But if his heart is in the work, he will usually find a way of making up for any such deficiencies.

In too many cases dealers and repairmen handling a small volume of bicycle business fail to realize the importance of a personality in business. They are prone to let things run along without interference until interference is demanded. Days and weeks of slack work cause them to forget that work does not come for the asking, and lead them to pottering over that worst of all time absorbers—inventing. If, instead of inventing new motors and new tools, they would spend the same amount of time in inventing ways of getting new business and improved ways of doing the old, it is likely they would have less cause to complain of hard times.

Lessons of the Endurance Run.

It has been demonstrated a great many times over that the motor bicycle is not a mere play toy for fair weather and good roads use. All riders who have passed the novice stage know this, and so do a great many others who do not ride. But the uniformity of reliable performance which is to be expected in motorcycles of modern design is hardly appreciable until a great number of machines are seen together, performing under identical conditions, difficult conditions, too—and continuing on, mile after mile, with the regularity of automatons.

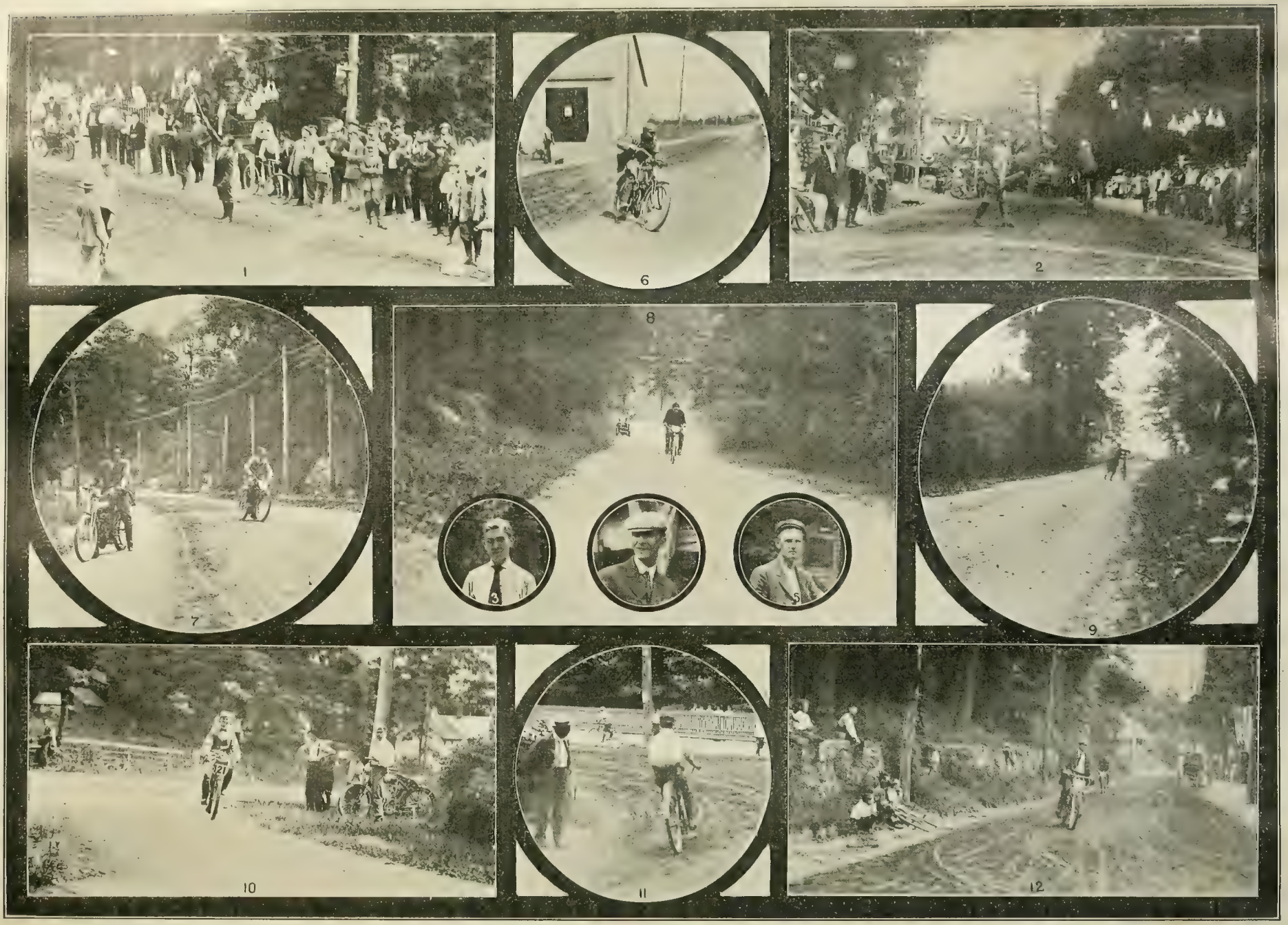
Sixty-one machines started on a journey of considerable length last week. In the two days of riding were to be encountered just such conditions as are met in any two days of riding almost anywhere the average rider would care to go in the ordinary course of events. But always, there was a schedule to be followed, and certain rules to be adhered to so that any mishaps or irregularities in performance and any delays, would be observed and recorded. In the course of the two days, 44 men completed the journey, some according to the schedule, others somewhat behind it. Fifteen of them had come the whole distance at an average rate of 15 miles an hour.

These are impressive facts and constitute in themselves a sufficient demonstration of motorcycle endurance. But in order to complete the test, the question of running cost was investigated by the same wholesale and impartial means. It already was known that it costs next to nothing to travel in this way. Just how little it might cost when the rider was skilful and well-equipped, however, had not been known until the trial was completed. The resulting figure of "a mill a mile" is easy and instructive to remember.

It costs anywhere from 12 to 25 cents to haul a ton of produce one mile over country roads; probably it costs from 5 to 15 cents a mile per person to ride behind a horse. The automobile, though it travels at a furious rate, and may cost very little per person, generally costs considerably more than a horse and wagon, all things considered. Railway travel and trolley travel cannot be considered cheap in the light of modern experience with the motorcycle. The man who travels by himself or with his friends, along the highway, however, need buy only his motorcycle, just as he buys his shoe leather, and then—a mill a mile to keep it going.

This endurance and economy contest, whatever its significance as an event on the calendar of motorcycle sport, must be considered as a huge new demonstration of the capability of the various machines now on the market. Its meaning to the outsider is that of a surprising feat. To the private owner, who followed it for the love of the thing, it stands as a useful object lesson culled in many small parcels from a large number of fellow riders. To the men in the trade who followed it in a business way as well as a pastime, it provided an opportunity for study and comparison such as is seldom afforded them, and they were not slow to take advantage of it. The manufacturers and makers of accessories watched it with an interest closest of all, searching for flaws in their own products, keen to see the advantages of others. That the lessons so learned will be put to good use in days to come even though in minor ways, goes without saying. The whole effect of the thing is looking toward an averaging, of ideas, of construction, of performances. In this, all such contests are more or less alike. It is only when they are big enough to make the results of general value that their usefulness is magnified in such a way as to affect the whole industry.

SOME OF THE "DOINGS" AT ROSLYN, INCIDENTAL TO THE F. A. M. MEET.



1 and 2. Scenes in the Tilting Contest. 3, 4 and 5. F. P. Baker, F. A. Baker and Walter Davidson, the Economy Winners. 6 to 12. Typical Incidents of the Economy Test—Some of the Turns and How Some of the Contestants Went Uphill.

F. A. M. ANNUAL MEETING

Officers Elected and Ovington Chosen for President—Revised Constitution and By-Laws are Adopted—Changes in the Working Plan.

Earle L. Ovington, of New York, is the new president of the Federation of American Motorcyclists. He was chosen at the annual meeting on Friday evening, 3d inst., in the Terrace Garden Assembly room, New York, after R. G. Betts had positively declined to stand for re-election. Betts had been renominated, and for a few minutes wavered in his decision. He stated that while Ovington's ability, energy and enterprise was undoubted, he feared some of the effects of placing a man so prominently engaged in the trade at the head of the organization. Betts added, however, that despite his affection for the F. A. M., he thought his five years' service as president was enough for any man and entitled him to the rest which he desired. He therefore refused to permit his name to go before the meeting.

Roland Douglas, chairman of the competition committee, then was nominated and Betts hurriedly left the chair and seconded the nomination, saying that before the meeting he had endeavored to induce Douglas to accept the nomination for the presidency and that the F. A. M. would be fortunate indeed if the unselfish Douglas could be prevailed upon to take the position. Douglas, however, resolutely refused to be drafted. F. P. Prial, of New York, one of the F. A. M.'s recent recruits, who is, however, a cyclist of 30 years' experience in L. A. W. and other cycling affairs, was then nominated and as he was not present to say yes or no for himself, the vote was taken and resulted: Ovington, 57; Prial, 22; a number of those present not voting at all. Ovington made a graceful little speech of acceptance, in which he stated that when it came to a choice between his business and the F. A. M., the business would be relegated to second place.

While the count of ballots for the presidency was in progress, E. L. Buffington, of Providence, R. I., was nominated for vice-president of the Eastern District, and was elected without opposition. He is a forceful, clear-headed man of pleasing address and a good speaker. For vice-president of the Western District, F. B. Hart, of Chicago, nominated John R. Ball, of Milwaukee, Wis., who was unanimously elected. All other of the officers also were unanimously re-elected, as follows: Vice-president Southern District, Edward Y. White, San Antonio, Texas; vice-president Pacific District, Robert K. Holmes, Los Angeles, Cal.; secretary, Henry J. Wehman, New York; treasurer, George B. Gibson, Westboro, Mass. Wehman's new term is his fifth and Gibson's his sixth.

Before the election occurred considerable other business had been transacted. The president reported concerning the general affairs of the organization for the past year. He dwelt on the influence which the Federation had been able to exert on legislators in various states as a result of which influence much drastic legislation had been toned down, and bills, which in their original shape contained provisions that would have imposed hardships on motorcycle riders, had been so modified that the law, as finally passed, bore little resemblance to the original draft, the modification of which had occupied the attention of the F. A. M. executives. President Betts paid tribute to his associates, he dwelt on the faithful and efficient service of Roland Douglas, chairman of the competition committee, and paved the way for the motion later made by Remppis to fittingly recognize Douglas' services by the presentation of some token of appreciation. The secretary's report showed a total of 1,457 names on the roll, of which 961 are in the Eastern District. Thirty-eight States and Territories, the District of Columbia, and Canada are represented by the membership. The treasurer reported receipts of $852.41 since the last annual meeting in August, 1907, and disbursements of $596.82. Of the balance in bank, $1,301.19, $710.33 stands to the credit of the national organization, and $355.21 to the credit of the Eastern District. The treasurer's report had been audited and found correct by an audit committee composed of Messrs. Buffington (R. I.), Terwilliger (N. Y.), and Whipple, (Ill.).

Chairman Douglas of the Competition committee reported the number of sanctions granted, the number of registration certificates issued and the receipts and disbursements of his committee for the year.

A partial reorganization of the working plan of the F. A. M. was effected by the adoption of the revised constitution and by-laws presented by the committee appointed for the purpose at the Providence meeting last year. The motion made President Betts chairman of this committee, and he appointed as his associates Messrs. Alofsin (Ill.), and Mosher (N. Y.). Before presenting the report, the president called Mr. Douglas to the chair, none of the vice-presidents being present. Mr. Betts stated that while his original idea had been to modify the District plan of government and to repose more power in the president, because none of the successive vice-presidents had organized their respective districts and taken advantage of the almost unlimited power for home rule reposed in them, there had been some sign of an awakening during the past twelve-month and he had been persuaded by Mr. Alofsin to favor a further trial of the district system, and to make the duties of the vice-presidents mandatory instead of merely permissive; in other words, the by-laws say "shall" where "may" previously was the term employed. The draft as presented by the committee was adopted with a few minor changes and one addition—that relating to the re-election of expelled members, which subject provoked the most discussion. The new constitution and the laws are printed in full in another column. Some of the more important changes are the creation of one new national committee—the one on highway improvement; the insertion of "white" in the qualification for membership, and a provision providing for "affiliated clubs" for the members of which the initiation fee is waived. Under the new order of things the vice-presidents are re-

New Head of the F. A. M.

Earle Lewis Ovington, the newly elected president of the Federation of American Motorcyclists, was born in Chicago 29 years ago. He started his business career in his eighteenth year, when he entered the employ of the Edison Illuminating Co., of New York, in the capacity of office boy to the president. In 1900 he became a student in the Massachusetts School of Technology and completed the course in electrical engineering. Mr. Ovington's connection with the motorcycle industry began in 1905 when he became the American distributor for the F. N. motorcycle, a Belgian product.



EARLE L. OVINGTON
New President of the F. A. M.

The new executive of the F. A. M. is a man possessing a very attractive personality. He is energetic and has a remarkable capacity for work and ability for close application to any matter which engages his attention. He is of the type of individual who, when he does a thing, does it thoroughly, and whether connected with business or pleasure, he goes into an enterprise with an enthusiasm that surmounts difficulties and accomplishes his ends.

quired to hold at least two meetings of their district members each year and to adopt rules and regulations not conflicting with those of the national body. At the first of these meetings, the vice-president himself must be nominated for election by the national organization, and at the succeeding meeting to be held after the F. A. M. session, a District secretary and a District treasurer must be elected. Henceforth, each District will take care of its own funds. Instead of holding the Districts' moneys subject to the call of the vice-presidents, the national treasurer now will remit them direct to the respective District treasurers.

During the reading of the constitution and by-laws, W. F. Remppis (Pa.) several times arose and remarked his impatience and warmth of the weather. When that task was completed, the cause of his anxiety at once was made plain. He immediately arose and launched into a speech regarding racing affairs and continued until the chair reminded him that there was no motion before the house. He then moved that "a committee of a sufficient number"—later specifically placed at 15—be appointed to "overhaul" the competition rules and to receive suggestions and offer suggestions to the competition committee. Mr. Remppis made a long, more or less impassioned speech in support of his motion. He was specific only on one point—the inadvisability of granting sanctions for races on half mile tracks. He appeared to find fault with nearly everything else. Very little appeared to be right or straight, according to his notion. He talked of "square deals," etc., but so vaguely that Mr. Goetz, of New York finally suggested that it would be very enlightening if Mr. Remppis "described some of the faults he so loosely referred to." Remppis flatly declined to do anything of the sort and went on with his peroration, which he concluded with this odd remark: "I myself know nothing about racing."

The motion was carried, not more than half of those present voting, and President Betts promptly named Mr. Remppis as chairman of the committee.

Later in the meeting, one of the members present suggested to Mr. Remppis that he might soften the impression he had created did he take the initiative in having the F. A. M. tender some evidence of appreciation to Chairman Douglas, which had been recommended by the president as the due of "three years' deserving work performed conscientiously by a most deserving man." Last year an appreciation of the sort was voted to Douglas, but as there had been talk of the establishment of a bad precedent, he refused it. At last week's meeting the president recalled the fact and stated that, if giving proof of appreciation of unselfish and unsalaried work, well performed, constituted a bad precedent, it was a pretty good precedent for the F. A. M. to set. Mr. Remppis made the motion and it was carried with great acclaim; a committee of three will be appointed to select the testimonial.

Soon after, the newly elected president, E. L. Ovington, assumed the chair.

The old president had recommended that $100 be voted to Secretary Wehman in gratefulness for his faithful services during the past year, and this was then taken up and almost led the meeting into a spending spree. Everyone seemed anxious to present Wehman with a bunch of money. The amount, started at $100, jumped by quick stages to $150, $200 and $250, one of the secretary's admirers finally capping the climax by proposing a gift of $500. Then the tide receded and a motion to vote a salary of $25 per month was in a fair way of passing, when former President Betts, in his new role of "high private," voiced a protest. He said that no man knew better than he the great amount of work performed by the secretary, and none was more sincere in recognizing and appreciating it, but he pointed out that the constitution gave no warrant for the payment of a salary to any officer. The salary was then dropped and $200 finally was voted to Mr. Wehman, not as a "donation," as one speaker termed it, but as "a mark of appreciation," as one of his friends described it, at the same time protesting against the use of such a word as "donation" as applied to Wehman or his services.

Some one then desired to make the treasurer a money present, and before the spending jamboree exhausted itself, H. A. Gliesman (N. Y.), figuratively led into the hall the Long Island widow's cow—the animal being the same which had suffered a broken leg when it wandered into the path of one of the contestants in last week's endurance contest. Gliesman thought it would be a graceful act, did the F. A. M. replace the cow or reimburse the poor widow; he pleaded her cause gloriously, but the former president interposed an objection. He did not think such a matter should be even entered on the minutes or that the F. A. M. should be made appear responsible, however indirectly, for such damage which plainly was the fault of the cow; he thought it more properly a matter for personal subscription and this view prevailed. The subscription list since has been started. Gliesman has it in charge and he expects soon to lead a new cow to the lone widow. The cow—and some refreshments which had arrived—had also aroused the risibilities or interest of some of the members and it had been difficult for Mr. Gliesman to make himself heard. As he was taking his seat, Mr. Betts moved that the meeting adjourn, laughing the while at Mr. Douglas, who was vociferously trying to make himself heard and whom the motion sought to squelch. Douglas was almost beside himself with rage and excitement, and fairly forced himself in front of the chair, shaking his finger demonstratively as he faced the members. Betts, who had no idea what he had in mind, continued to laugh at his friend's discomfiture, and to insist on adjournment. When Douglas finally succeeded in staying the motion and in obtaining quiet, he said:

"Before this meeting adjourns there is one subject that must be given consideration by the members of the F. A. M. who are here to-night. There has retired from an executive position the man who since the formation of this orginization has been its president. To R. G. Betts must be given the greater part of the credit for the position which the Federation holds in athletic governing bodies, and to him largely is due the freedom which motorcyclists enjoy from drastic and unfair legislation. It would be an everlasting shame on the F. A. M. if it adjourned without taking some action that would be an outward and visible sign, and expression of its appreciation of Betts' ability and services. We honor ourselves in honoring the man who organized the Federation of American Motorcyclists and served it for five years with unselfishness and signal ability. Mr. Chairman, I move that a committee of three be appointed to select a loving cup or some other suitable gift to be presented to Mr. Betts as a token of the grateful appreciation by this organization of the five years of his administration."

There were a half dozen members who seconded the motion which then was unanimously carried with a roar. Before the retiring president knew of Douglas's motion, Morton, of New York, put through a motion to adjourn, and Betts then learned for the first time, when too late to respond, that he had been the subject of Douglas's remarks and motion.

Mr. Betts left New York on Tuesday last for an extended vacation, most of which will be spent on the Pacific coast.

Danger of Carrying the Pedal too Low.

As most motorcyclists of experience are perfectly well aware, no small danger may exist to the pedal which is carried too near the ground and on the inside, when rounding a sharp turn. Whatever may be the chance of striking a high spot in the road or a projecting stone, when running along a straight course, there is far greater danger when leaning inward on a turn. Furthermore, as the rider's attention is usually concentrated on the road ahead, at such a moment, there is very great likelihood that obstacles lying in the road only a little to one side of the course, may not be observed. On this account, it is well to make sure that the feet are on the same level, or that the lower one is on the outside.

Ease of starting in a motorcycle employing magneto ignition depends almost wholly on the proper adjustment of the sparking points in the plug. The properly adjusted and properly designed magneto always will generate sufficient current for the spark when its armature is turned at a fair rate of speed. If the points are too far apart, however, there may be sufficient current to cause the spark to jump, when the machine is being run slowly.

THE "JOYFUL DOINGS" AT ROSLYN

Diamond Rings, Silk Stockings and Things Won in Tilting Contest—Riot of Fun at Bing-Bang Smokefest.

Although the story of the F. A. M. meet is written largely around the events which spell c-o-m-p-e-t-i-t-i-o-n and which arouses all the sporting instincts, that story would be incomplete without the added chapter of the "joyful doings" which gave a light and festive tone to the program of the week. Instead of permitting the visitors to fall asleep between the events which marked the contested features the guiding hand of the meet club led him to paths of novelty and diversion—replete with incidents that made the meet one to be remembered by all who were recipients of any or all of the "joyful doings."

While runs about the city to points of interest were to have been one of the diverting features, most of the visitors preferred the "rubber neck" wagon tours to Coney Island, to Chinatown, and to other places. Most of them were saddle sore from the two days' endurance contest.

Roslyn, Long Island, where the "bing-bang smokefest," the tilting tournament and the clam bake were held, was of course the stage of most of the "joyful doings," and they began on Thursday evening with the tilting tournament and ended on the following afternoon with the clambake.

Although Dr. Bishop, the proprietor of the Mansion House at Roslyn, had erected a big grandstand in front of the hotel and it was profusely decorated with flags and bunting, the townspeople did not flock out to see the motorcyclists spear bags suspended across the road. It wasn't as easy as it looked, as many discovered. The idea was to ride down the road at a twenty-five miles an hour pace and spear one of the paper bags. So many of the contestants missed the first time that there were enough prizes to allow every one to have more than one try. H. F. Scott led off and the first time he got a green lemon. That so encouraged him that when his time came around again he had a magnet concealed somewhere about his spear. Scott had it primed and loaded to guide his spear straight to the diamond ring, and it did—but it wasn't the ring he wanted. Scott got the mammoth glass Montana diamond, but Mrs. H. J. Wehman, who followed some time later, got the genuine diamond ring, and she was happy for the rest of the meet. The ladies who speared sat in tricars with a mere man behind to manipulate the power.

Mrs. Sullivan speared a solid gold scarf-pin, and Mrs. A. G. Chapple got a monkey wrench. Although he has only one arm and therefore had to ride with hand off when he speared Michael Toepel proved the most skillful. Once he got a hatpin and another time a pair of garters. The set of Diamond motor chains fell to E. L. Buffington, and belt buckles were won by J. Dietsch and A. O. Vierck. Swenson got a box of candy once and broke a bag of confetti another time. W. F. Oliver also got a box of confectionery.

The most fun of all came when A. H. Patterson broke the bag that held a long pair of black silk ladies' stockings. When the bag punctured, the stockings, which had been securely fastened, fluttered defiantly and the Brooklyn man was so taken aback that he nearly fell from his machine. The only thing wrong with the stockings was that they were built for some one long and slender, while "Pat" is just the opposite. However, by clipping a "V" from the side of each he was enabled to set the fashion for sheath or directoire hosiery.

From the time the "victims" started the hill climb to the "bing-bang smokefest" in the concert hall in the upper cylinder of the Mansion House, things kept binging and banging until just halfpast nothing at all the next morning, and for some time after that for the "night owls" of the meet club. The binging began, as stated, when the candidates, two at a time, walked upstairs. There was a sharp curve at the top and as the two speed clutches didn't seem to be working very well the contestants took the beginning of the upstairs "S" curve without slowing down. The result was that they ran off the course and bumped into a brush filled with an "oh-you'll-remember-me" kind of analine dye held in the hand of Wehman, the God of Bing. A most remarkable feature of these accidents was that they all resulted alike, the contestants brushing their right hands against the aforesaid brush.

After righting themselves there was the other end of the "S" curve to be negotiated. The contestants ran into a "slaperitis" and what they imagined was a can of dynamite from the noise it made, and then a low bridge over the electrical timing apparatus fixed at the finish. Some of them jumped the concealed wires and thereby escaped getting shocked, but the "victims" were many.

Having finally succeeded in running the gauntlet the binging and the banging began all over again. The "mammoth" electrical fountain was a thing of beauty and a joy forever and ever until the end of the smokefest. Robert S. Morton, the chairman of the entertainment committee, handled the gun and he got the events off without any false starts. In fact, he did so well as generalissimo de vaudevillian, whatever that means, that M. E. Toepel was moved to present him, on behalf of the appreciative audience, a beautiful and valuable necklace made up of the rare jewels lemonite and pretzelite.

Just at the time a pale young man with a lavender complexion and a pink scarf was singing, pathetically, something about "Snow is falling, falling," and everybody except the Pilsener waiters had their little hankies working overtime to dam the lachrymal overflow 'cause they felt so very sad about what the young man was singing—or maybe it was how he was singing—some one yanked a string and four bushels, less one quart, of confetti, which had been concealed in the Japanese lanterns suspended from the ceiling, trickled merrily down.

About the funniest thing that happened was when an Irishman with germanic tendencies in pronunciation sang "Harrigan." The crowd took up the chorus and sang it over about a dozen times. Evidently the song hasn't reached Chicago yet, for one of the Western members, who hadn't joined in the chorus because he didn't know what it all was about, turned to his next seat neighbor and said, quite seriously, too:

"This fellow Harrigan must be a very popular F. A. M. man. Who is he, an Eastern District member?"

And not forgetting Mademoiselle Lola, from Harlem, France—she danced as only she can, can she not, of course she can, and she did.

Sssssh! At the clambake the next day Whipple ate 41,144 of the bivalve. Whipple lived in New York City ten years ago and he até clams then, but any sensibly-minded person will agree that ten years is a long time between clam courses, and the Chicagoan was afraid that the next meet might be held outside the limits of the clam belt. And he wasn't the only one either who clam-ored for more clams.

It wouldn't do to forget the souvenirs that added joy, amusement, delight and other things combined, to the week's entertainment. The expensive briarwood and amber pipes that were distributed by the Splitdorf labratory, didn't short-circuit once. They were in the form of a hammer, but no one knocked them. They will form a lasting and pleasant souvenir of the meet. The Hendee Mfg. Co. sent match boxes as useful articles to use in conjunction with the smoking pieces, and the Corbin Screw Corporation gave each F. A. M. man a key ring and identification tag. A pretty watch fob was the remembrance of the New Departure Mfg. Co., while each member at the meet got one of the Bicycling World's new instantaneous piston displacement finders. The Webster Mfg. Co. and the Merkel Motor Co. saw to it that no one lacked souvenir buttons. Naturally everyone carried home with him or her one of the ornate F. A. M. meet souvenir programs of the "joyful doings."

Tuxedo Sees Bicycle and Motorcycle Races.

Tuxedo Park, N. Y., which in the dispatches is usually referred to as "fashionable Tuxedo," held its annual outdoor sports on July 4, of which two bicycle races and a motorcycle event were conspicuous features. In the half-mile bicycle contest Jacob Jones took first, with William Conklin and Joseph Rose second and third, respectively. The two mile event was won by Frank Fore, with Jacob Jones and C. Ballato following. R. D. Bush (Indian) took the first honors in the motorcycle race, while John Ludley (R-S) and J. Jones (R-S) were next.

F. A. M. CONSTITUTION AND BY-LAWS

Full Text of the Revision Effected at the Business Session of the Sixth Annual Meet.

One of the important items of business transacted at the annual meeting of the F. A. M. in New York City on Friday evening, 3d inst., was the adoption of the revised constitution and by-laws. The revision, as stated in the report of the proceedings appearing on preceding pages of this issue, was the work of a committee appointed at the annual meeting in 1907, and the draft reported was adopted with a few minor changes. The full text of the constitution and by-laws as adopted is as follows:

CONSTITUTION.

Article I.

Section 1. The title of this organization shall be the Federation of American Motorcyclists.

Sec. 2. Its objects shall be to encourage the use of motorcycles and to promote the general interests of motorcycling; to ascertain, defend and protect the rights of motorcyclists; to facilitate touring; to assist in the good roads movement, and to govern and administer the sport of motorcycle racing and other competitions in which motorcycles engage.

Article II.

Section 1. For convenience of government this Federation shall be subdivided into four districts, which shall be styled Eastern, Southern, Western and Pacific Districts, respectively.

Sec. 2. The Eastern District shall comprise the New England States and New York, New Jersey, Pennsylvania and Delaware.

Sec. 3. The Southern District shall comprise the States of Maryland, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Missouri, Louisiana, Texas, Arkansas and the District of Columbia.

Sec. 4. The Western District shall comprise the States of Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, South Dakota, North Dakota, Kansas, Montana, Wyoming, Colorado, New Mexico, Oklahoma and Indian Territory.

Sec. 5. The Pacific District shall comprise the States of Washington, Oregon, California, Nevada, Idaho, Utah and Arizona.

Article III.

Section 1. Any white person of good character owning a motorcycle shall be eligible to membership.

Sec. 2. All applications shall be endorsed by at least two members of the Federation residing in the district, or by two reputable citizens of the town in which the applicant may reside, and shall be addressed to the District Secretary, and shall be accompanied by an initiation fee of $1 and the membership fee of $1 per annum, all money to be transmitted by the Secretary to the Treasurer within fifteen days after its receipt.

Sec. 3. Any regularly organized motorcycle club having an active membership of not less than fifteen members may become known as an affiliated club of the F. A. M. by enrolling those enrolled in the national organization, at least seventy-five per cent. of its membership, a certified copy of such affiliated club's membership roll to be forwarded, after its annual meeting each year, to the National Secretary of the F. A. M. in order that such affiliation may be maintained. In consideration thereof the F. A. M. initiation fee for each individual member of such club shall be waived, provided that such individual applications for membership shall be certified by the Secretary of the club of which the applicant is a member.

Article IV.

Section 1. The officers of the Federation shall be a President, a Vice-President for each of the four districts, a Secretary and a Treasurer. These shall constitute an Executive Committee, in which the management of the Federation shall be vested. They shall be elected at the annual meeting, which shall be held between July 1 and September 15, at such place as the Executive Committee may decide, and of which date and place not less than thirty days' notice shall be given; twenty-five members personally present shall constitute a quorum.

Sec. 2. There shall be the following National Committees, of six members each, named by the President:

Membership.
Legal Action.
Competition.
Highway Improvement.
Tours and Hotels.
Transportation and Facilities.

Article V.

Section 1. This constitution may be altered or amended by a two-thirds vote of the members present at any regular meeting, or any special meeting called for the purpose, but all proposed amendments shall be mailed to all members with the notice of such meeting thirty days in advance of such meeting.

BY-LAWS.

Article I.

Duties of Officers.

Section 1. The President shall preside at all meetings of the national organization and Executive Committee, appoint committees, fill vacancies and generally perform the duties that appertain to his office, and not otherwise provided for. In the event of a vacancy occurring the Vice-President of the numerically strongest district shall succeed to the office.

The President may call meetings of the Executive Committee at his option and shall call them on the written request of any two members thereof. He shall call special general meetings on the written request of any twenty-five members, which request shall state the objects of such meeting.

Sec. 2. The Vice-Presidents shall be ex-officio Presidents of their respective districts, and shall perform all the duties relating to such office so far as they apply to their respective district organization, which organization shall be construed as one which has adopted rules and regulations at an open meeting of its members, which rules and regulations are not to be in conflict with the constitution and by-laws of the national organization. These district rules and regulations shall require the holding of a meeting of the district members at least thirty days and not more than sixty days previous to the annual meeting of the F. A. M., at which district meeting there shall be selected the nominees for the Vice-Presidency of such district, who shall be duly presented for election at the annual meeting of the organization. At least thirty days after the meeting of the national organization the Vice-Presidents of each district shall call a meeting of the members thereof, at which there shall be elected a District Secretary and a District Treasurer, and it shall devolve upon the Vice-President administering the affairs of such district to appoint such committees as may be provided for by its rules and regulations.

Sec. 3. The Vice-Presidents shall file with the National Secretary a certified copy of any rules or regulations adopted by their district, and also the names and addresses of all their elective officers and appointees and the offices to which they are appointed. The Vice-Presidents shall appoint in each State represented by their membership a State official, who shall be termed State Commissioner. At the annual meeting of the F. A. M. the Vice-Presidents shall render written reports summarizing the proceedings of their districts during the year.

Sec. 4. The Secretary shall keep all minutes and records such as pertain to his office. He shall enroll members in the order of the receipt of their applications, and shall supply to each a numbered membership card, and shall promptly report the names and addresses of all new members, and of memberships that have lapsed, to the Vice-Presidents of the respective districts.

Sec. 5. The National Treasurer shall receive all moneys and shall keep proper books of accounts. He shall pay out no money except on the written approval of two members of the Executive Committee. He shall forward quarterly to each member of the Executive Committee a certified itemized report of all receipts and disbursements, and shall render a report to each annual meeting. He shall forward quarterly to the Treasurer of each respective district one-third of all membership fees received from such district, and shall obtain receipt for all such remittances. His accounts shall be audited preceding the annual meeting by a committee of three appointed by the President from the general membership. He shall give bonds in the sum of one thousand dollars, the expense for which bonds shall be borne by the national organization.

Article II.

Duties of Committees.

Section 1. The Membership Committee shall devise ways and means of increasing the membership, and shall investigate and report on any protested applicant, which report shall be final and subject only to overruling by a two-thirds vote of the members present at any regular meeting.

Sec. 2. The Committee on Legal Action shall devise and have direction of all matters affecting legislation and involving action at law. It shall be its duty to ascertain and defend the rights of motorcyclists, and to supply members with such advice and assistance as may be within its power.

Sec. 3. The Competition Committee shall have charge of and generally oversee all matters affecting competition. It may promote contests designed to increase interest in motorcycling, and devise and apply rules and regulations for their government.

Sec. 4. The Committee on Highway Improvement shall use its best endeavors to promote the improvement of the public highways, and so far as is practicable shall join in all movements to that end.

Sec. 5. The Committee on Tours and Hotels shall seek to compile road maps and road books, to promote touring and to assist tourists with information. It may appoint as official hotels any hotels deemed worthy of such designation.

Sec. 6. The Committee on Transportation and Facilities shall endeavor to promote the convenience of carriage of motorcycles by rail and water and to organize by official appointment a system of supply stations and repair depots best fitted to meet the requirements of motorcyclists.

(Continued on page 640.)

DEROSIER BREAKS TWO RECORDS

Big Crowd Sees Whirlwind Riding in F. A. M. Meet at Paterson Stadium—Gustafson a New Star.

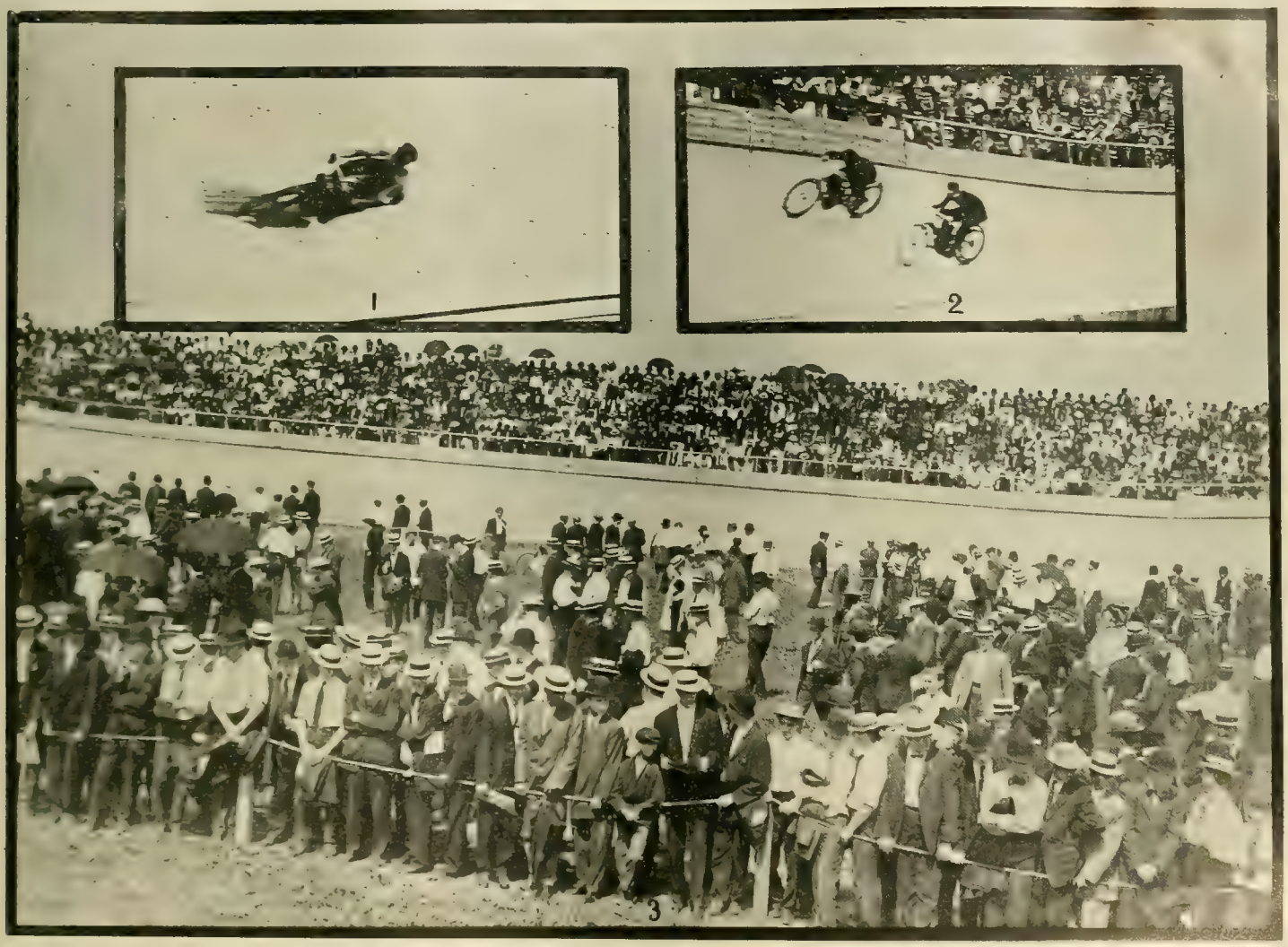
"If I hadn't seen for myself I wouldn't have believed that pursuit races could be so interesting."

This remark was made by a man that has been identified with bicycle and motorcycle racing since its infancy, at the close of the Federation of American Motorcyclists' Meet Club's race meet at the next six lap Clifton (N. J.) stadium Sunday afternoon last, 5th inst. Despite the fact that the meet had been postponed from Saturday, resulting in a withdrawal of many entries, the seating capacity of the new stadium was wofully inadequate. By 2 o'clock, the time for the races to start, nearly 4,000 people had been admitted to the grounds, and as the grand stand and bleachers had long since filled there was nothing to do but to turn the crowd into the arena field. Many hundreds turned away when they learned that the seat supply had become exhausted.

The great crowd was not the only feature of the meet; in fact, that was the smallest item of interest. The most notable feat was the breaking of the mile record against time by Jacob Derosier, the Springfield professional, and the establishment in the same trial of a half-mile record against time, the present record for that distance having been made in competition. Derosier's flight can be described only as meteoric and then some. Imagine circling a banked board track six times—one mile—in 56 seconds! That is what Derosier did, and in the doing he broke the world's record of 56⅖ seconds, held by Fred Hoyt since August 19, 1905. Derosier's time for the half was 27⅗ seconds, which established a record for the distance.

The remarkable flight came after Derosier had defeated John King, a Newark bicycle rider, motorcycle rider and pacemaker, in a ten miles match. The Springfield Frenchman circled the track three times at less than a mile a minute before he nodded his head, the signal that he was ready to start. A blur of red streaked by the grand stand and across the tape and Derosier was off. The speed was so terrific that when the front wheel of his double cylinder Indian touched the steeply banked first turn it raised nearly a foot from the track. That was enough to set the spectators' teeth on edge, but Derosier never paused in his wild flight. The first lap was covered in 9 seconds flat, and the succeeding five laps were a repetition of the first, except that he slowed almost imperceptibly in the closing rounds. The time tells the tale, but Derosier claimed he would have gone faster had he not been afraid of the tires, which had just been through the severe trial of a ten miles race.

The expected national championships of the Federation of American Motorcyclists, which were to have formed the piece de resistance of the race meet and the crowning finish of the annual meet held last week, did not materialize. Most of the riders that had entered for the races were unused to banked track racing and suffered from what is commonly called "cold feet" when they saw the 48-degree banked turns. This, however, after it was discovered that the track was not wide enough to permit more than two machines on it at one time without courting accident. Referee Roland Douglas acted



1. DEROSIER IN HIS RECORD BREAKING FLIGHT. 2. AN EXCITING MOMENT.
GENERAL VIEW OF THE BIG ASSEMBLAGE AT THE PATERSON STADIUM.

wisely when he decided to eliminate the championships, although the medals already had been purchased, and confine the events to pursuit races, with elimination by trial heats and semi-finals until only two men remained for the final heat. The change worked better than was expected, as nearly all the heats were contested with a spirit that brought enthusiastic cheers from the big crowd.

One new star was accorded a place in the motorcycle firmament as the result of the meet. After the withdrawal of several entries, along with several crack riders, the knowing ones conceded the two open events to Walter Goerke, of Brooklyn, as he had distinguished himself several times in the past. Goerke did win one event, but the other went to Charles Gustafson, a very young rider from Springfield, but who has had the advantage of coaching from Derosier. Another man that rode fearlessly and won second after a series of trials and semi-finals was Fred Huyck, who hails from Chicago.

A. J. Sicard, of Hackensack, N. J., mounted on a 3½ h. p. Thor, started the ball rolling when he won the two miles novice without any serious opposition from George H. Ruck, New York City, who sat on a 3½ h. p. Minerva. These were the only two riders in the event, and Sicard finished in 3:07. As in all the succeeding events, the men were started from opposite side of the track, standing starts prevailing in all except the professional event and the record trial by Derosier.

There came near not being a finish in the five miles for private owners, and some beautiful prizes went begging. A. G. Chapple, New York City (N. S. U.), and Lewis Steinhauer, Philadelphia (Bradley), were the only starters, and Chapple quit after riding three miles. Steinhauser had trouble with his machine in the bell lap, and would not have finished had not some one told him to pedal the last lap. He thereby won the copper service donated by the N. S. U. Motor Company, while Chapple did not get second prize, a Jones speedometer, as he did not finish.

As there were eight entrants in the amateur pursuit, limited to five miles and for machines not exceeding 61 cubic inches piston displacement, it required four trial and two semi-final heats at two miles each before the final came around. Peter Cox, New Haven, Conn., an added starter, on an Indian, and C. S. Hinckley, Aurora, Ill. (Thor), competed the first heat, and Cox had little trouble in winning, finishing in 2:[illegible] ⅘, as against 2:24 for Hinckley. Young [illegible] (Indian) and Alexander Klein, [illegible] (Harley-Davidson) were in the second [illegible], with the latter on the homestretch. [illegible] Springfield youngster won by a half lap [illegible], while Huyck (Thor) finished [illegible] of a lap in front of Ruck (Min[illegible] the next heat. The fourth heat had Goerke (Indian) and Steinhauser (Brad[illegible]) and there was nothing to it but Go[illegible]

The trial heats brought Goerke, Huyck, Cox and Gustafson together for the semi-finals, and Huyck and Cox got up for the first. The going was fast and the Chicago man got the decision by a quarter of a lap in 2:12⅕. In the second semi-final heat Goerke was beaten by a half lap in the same time as was made in the former heat. Gustafson toyed with Huyck in the final heat, for he overhauled him about half way and then streaked it for home. Huyck took heart and also let his machine out and a pretty race resulted, but the Chicagoan was not able to get in front again, Gustafson winning by more than a half lap in the fast time of 5:18⅖. Cox and Goerke were to have run off a five miles heat to decide third place, but as Cox discovered something wrong with his machine he forfeited the prize to Goerke.

The three miles event for machines not exceeding 30.50 cubic inches piston displacement brought out six starters, and the same manner of running the heats prevailed as in the five miles pursuit. The first was between Klein and Steinhauser and the former ran away from his fellow townsman. One of the exciting moments of the meet came in the second heat, when Walter Goerke passed Cox in the fourth lap after a running fight that brought the crowd to its feet. Goerke won in 1:11⅗ for the mile, thereby placing himself in the final heat without going through the semi-final, as the rule was that the winners of the two slowest trial heats should ride an extra heat, the winner to meet the winner of the fastest trial heat for the final honors, and Goerke's heat was the fastest. In the semi-final heat Gustafson defeated Klein without any great effort, winning by nearly a half lap. This heat went the full distance of three miles.

The final between Gustafson and Goerke was exciting. The former had the pole and Goerke started from the backstretch. The exciting part of it came when, after several laps of fast riding Goerke crept up on Gustafson and appeared to pass. The youngster from Springfield was not ready for that, however, and he opened wide as the Brooklyn man came up to his pedals on the outside. The fight lasted for three laps, when Goerke suddenly took a chance on the steep turn at the lower end of the track and sailed by Gustafson. He won the final heat and race by three-quarters of a lap in 3:17.

No one seemed to know just who won the bicycle races that were run as added attractions. They were to have formed a part of the Sunday meet that had been regularly scheduled, and Manager Eck had a different set of officials to judge the bicycle races. The first that was known of it, however, was when Eck's officials all picked a local man, Jones, as the winner of the heat, while all of the Federation of American Motorcyclists' officials picked Oscar Goerke as the winner. It certainly looked like Goerke, and also in another heat, but the local men could not see any one but their own champion in the winning position, and were fully disposed to stand pat on that issue.

The bicycle races can best be characterized as horse races. There were two events, and Eck caused a lot of confusion by making one man win two heats before it was declared a race. The confusion and endless heats that would result if there was a larger field than was the case on Sunday last is apparent, and it was the general opinion that the management of the new Clifton stadium had better, in order to insure success, conduct its bicycle races according to the present fashion and not as horse races. It finally was figured out that Fred W. Jones, of Passaic, was the winner of both the half and the mile bicycle races with Oscar Goerke, of the National A. C., the runner up in both. Watson J. Kluczek, of West Orange, won one third and one fourth, Michael Journay getting the same. The summaries:

Two miles novice, for machines not exceeding 30.50 cubic inches—Won by A. J. Sicard, Hackensack, N. Y. (Thor); second, G. H. Ruck, New York City (Minerva). Time, 3:07.

Five miles amateur, for private owners, machines not exceeding 61 cubic inches—Won by Lewis Steinhauser, Philadelphia (Bradley). Time, 7:45⅘. A. G. Chapple, New York City (N. S. U.), failed to finish.

Five miles amateur pursuit, machines not exceeding 61 cubic inches (trial and semi-final heats at two miles)—First heat won by Peter Cox, New Haven (Indian); second, C. S. Hinckley, Aurora, Ill. (Thor). Time, 2:15⅗. Second heat won by Charles Gustafson, Springfield, Mass. (Indian); second, Alexander Klein, Philadelphia (Harley-Davidson). Time, 2:19⅕. Third heat won by Fred Huyck, Chicago (Thor); second, G. H. Ruck, New York City (Minerva). Time, 2:16⅘. Fourth heat won by Walter Goerke, Brooklyn (Indian); second, Louis Steinhauser, Philadelphia (Bradley). Time, 2:19⅘. First semi-final heat won by Huyck; second, Cox. Time, 2:12⅕. Second semi-final heat won by Charles Gustafson; second, Goerke. Time, 2:12⅕. Final heat won by Gustafson; second, Huyck. Time, 5:18⅖.

One mile flying start against time—By Jacob Derosier, Springfield, Mass. (Indian). Time, 0:56 (world's record). Time, half-mile, 0:27⅗ (world's record).

Ten miles professional, machines not exceeding 61 cubic inches—Won by Jacob Derosier, Springfield (Indian); second, John King, Newark (Indian). Time, 11:59.

Three miles amateur, machines not exceeding 30.50 cubic inches (trial heats at one mile)—First heat won by A. Klein, Philadelphia (Harley-Davidson); second, Louis Steinhauser, Philadelphia (Bradley). Time, 1:20⅕. Second heat won by Walter Goerke, Brooklyn (Indian); second, Peter Cox, New Haven (Indian). Time, 1:11⅗. Third heat won by Charles Gustafson, Springfield (Indian); second, A. J. Sicard, Hackensack (Thor). Time, 1:18⅘. Semi-final heat won by Gustafson; second, Klein. Final heat won by Goerke; second, Gustafson. Time, 3:17.

Five miles, for losers of semi-final heats to decide third place—Won by Goerke; second, Cox. Time not taken.

One-half mile open, amateur, bicycle—Won by Fred Jones, Passaic; second, Oscar Goerke, Brooklyn; third, Mike Journay, Nutley; fourth, W. J. Kluczek, West Orange. Time, 0:57⅘.

One mile open, amateur, bicycle—Won by Fred Jones, Passaic; second, Oscar Goerke, Brooklyn; third, W. J. Kluczek, West Orange; fourth, M. Journay, Nutley. Time, 2:14.

CHICAGO TOURISTS REACH BUFFALO

Hill Climb Marks Second Day of Run from New York—Only Three Scores Perfect on the Third Day.

Twenty machines started in the New York to Chicago motorcycle tour which left New York on Monday, July 6. The tour is given under the auspices of the Western Division of the F. A. M., and I. F. Alofsin is the tour master. In addition to a $400 silver trophy offered by the Chicago Examiner for the team of three machines completing the tour with the fewest penalties, there are individual prizes to be awarded to the riders. Gold medals go to the trade riders and private owners, respectively, having the best scores, while every finisher in the tour will get a bronze honorary medal. There is also a special diamond medal prize for neat appearance during and at the conclusion of the tour.

Six manufacturers' teams, including the Excelsior, Thor, Light, Indian, Merkel and R-S, and two unattached riders made up the gallant company that set out from Manhattan. Albany was announced as the destination for the first day, a distance of 153 miles, and all of the riders made the distance except the Light team, which was held up by a crank bearing sticking near Poughkeepsie. Arthur Lyon, of the Excelsior team, had the only accident of the trip, running over a dog just as he was entering Albany and killing the unfortunate animal. The roads and weather conditions were excellent, but tire troubles were not uncommon and there was considerable changing of casings and tubes.

One of the pleasant events of the day was the turn-out of the Hudson Valley Automobile Club, of Poughkeepsie, to warn the tourists of speed traps and torn up roads between Poughkeepsie and Hudson. The club members furnished the tourists with complete directions how to get through the good state roads which are to be found in this district. At the conclusion of the day's run all the contestants were given perfect scores, except the Light team, which had not been able to make up the time lost in fixing the crank bearing which had caused its delay.

The second day's run was from Albany to Utica, which is 98 miles, for which a time allowance of seven hours had been allowed by the tour master. A hill climbing contest was included in the run for the day, however. This contest took place on the famous Tribes' Hill, just out of Amsterdam, N. Y., and resulted in only one penalization, all of the other machines taking it in perfect style. Joseph De Salvo, an unattached rider on an Armac, did not negotiate the hill as successfully as the others, being obliged finally to dismount, which brought him 5 points penalty. In addition to this he was seven minutes late at the Amsterdam control, which gave him 3½ points more, bringing his total to 8½ points. The Light team had not been able to get to Albany in time to start with the others, and was therefore subject to further penalties. All of the other riders maintained their perfect scores.

The rivalry for the diamond medal for the neatest machine and rider was carried on with considerable interest, and there was much care in keeping mud and dust in its proper place. Several of the contestants arranged for natty changes of raiment at different points, and expect to present brilliant examples of sartorial excellence upon finishing the tour, which is expected to conclude on July 16.

The foolishness of unnecessary speed became apparent to the riders on the second day, and they wisely entered more into the real touring spirit of the affair, to an extent which permitted them to contemplate and enjoy the beautiful scenery.

The third day brought the tourists to Buffalo, and was full of incident. A number of minor accidents occurred and as a result of the day's troubles only the Indian, Merkle and R-S teams remained with perfect scores. Fred Huyck, of the Thor team, withdrew to the tune of 1,000 points, and Norman C. Trumpour was penalized 10 points. After breaking an exhaust valve Trumpour pedalled his machine for fourteen miles, arriving at his control 20 minutes late, entailing the 10 points penalty.

In a plucky effort to make up as much lost time as possible, George W. Sherman, of the Light team, met with an accident which has put him in the care of a doctor, his injuries being a broken wrist and a dislocated shoulder. After his team was temporarily laid up with crank bearing trouble on the first day, Sherman and his companions, Harry Lake and F. C. Ericson began a chase to catch the main body of the tourists. They were caught in a cloudburst near Little Falls and plowed through mud and slush for a full day. During a midnight ride between Syracuse and Buffalo, the services of a Syracuse motorcyclist were employed to guide them. There was only one light in the party, that of the pilot, and in the darkness Ericson and Sherman came together with a crash. Both went into the ditch. Sherman was hurried to a physician, who found several bones in his wrist fractured and his shoulder out of place. Sherman had his machine shipped to Pottstown and took the train to Buffalo to join the tourists at the Hotel Lenox, while Ericson and Lake continued on their machines and caught up.

The Buffalo Motorcycle Club sent a delegation to Batavia to meet the tourists and



VIEW ALONG THE HUDSON

TOUR MASTER ALOFSIN

MERKEL TEAM ON THE ROAD

pilot them into Buffalo. The reception committee was headed by Wm. C. Chadeayne. After an afternoon at Niagara and an evening boat trip to Crystal Beach, the tourists turned in, tired but happy.

The standing of the contestants at Buffalo was as follows:

Indian team—S. T. Kellogg, G. N. Holden, B. S. Barrows, perfect scores.

R-S team—George C. Smith, William Bewley, E. T. Banes, perfect scores.

New American Road Record Made.

White, J. A. Turner, perfect scores.

Excelsior team—J. S. Woodworth, perfect score; A. G. Lyon, perfect score; H. C. Trumpour, 10 points penalty.

Thor team—C. S. Hinckley, perfect score; R. W. DuSell, perfect score; Fred Huyck, 1,000 points penalty.

Light team—Harry Lake, F. O. Ericson and G. W. Sherman, penalty undetermined.

Unattached—George W. Lyon (Torpedo), perfect score; Joseph De Salvo, 8½ points penalty.

New American Road Record Made.

Silas Brown, of Richmond, Ind., established an American road record for 16 miles when he won first time prize in the race of that distance held at Hamilton, Ohio, on July 4. In addition to winning first time prize Brown finished in third place. Charles Limerick, a local man, riding with 3 minutes' handicap, won first place, finishing in 47 minutes. Brown's time was 46 minutes.

The race was the best ever held in Butler County, and Frank Limerick, who promoted the affair, provided a welcome break in the usual holiday monotony of Hamilton. North Third and High streets, where the race started and finished, was dense with people, and it was with difficulty that the riders got through to the tape. Twenty-two riders, including many out-of-town cracks, started and all but four finished as follows:

1, Charles Limerick, Hamilton (3 min.), 47:00; 2, Earl Cotton, Richmond (4 min.), 49:30; 3, Silas Brown, Richmond (scratch), 46:00; 4, Bob Miller, Hamilton (scratch), 46:10; 5, Duke Emmert, Hamilton (4 min.), 51:30; 6, Arnold Krebs, Hamilton; 7, Philip Lewis, Hamilton; 8, Edwin Scott, Richmond; 9, Joe Humbel, Bellevue, Ky.; 10, Charles Dynec, Middletown, Ohio; 11, Edward Schwab, Hamilton; 12, Carl Ogg, Hamilton; 13, Lee Puthoff, Hamilton; 14, W. Beach, Dayton; 15, C. Jones, Richmond; 16, R. Schattsschneider, Hamilton; 17, C. Randolph, Toledo; 18, A. Moore, Hamilton.

Race Meet to Follow Tour.

A race meet following the conclusion of the New York-Chicago motorcycle tour, will be held at Crown Point, Ind., forty miles east of Chicago, on July 18, under the auspices of the Western District of the Federation of American Motorcyclists. Championship events for the Western District will be decided at one, three, five and ten miles, together with lve and ten mile races for single and multi-cylinder machines and some events for private owners.

DOUGLAS ALLOWS THE PROTEST

Recasting of Scores in F. A. M. Endurance Contest Alters Position of Two Contestants—Error in Distance.

It is generally supposed that maps, like figures, never lie. That it is not always wise to place too much faith in the supposition, however, is aptly proved in the case of last week's endurance contest of the Federation of American Motorcyclists. Although the maps consulted prior to the contests, and in particular, the one used in laying down the course gave the distance between Riverhead and Roslyn as 36 miles, a number of other maps, since consulted by those interested in the contention of Messrs. Baker, Hastings and Holden who entered a protest in the matter, have given the distance as 46 miles. At all events, plenty of evidence has been discovered to uphold the protest, and Referee Douglas has accordingly decided to allow it.

It will be recalled that because of the apparent reasonableness of the claim that the mileage allowance for this distance, and so the time allowance, had been miscalculated, Douglas decided to cast out the Roslyn control and the Flushing check, in making up the provisional awards which were printed in the table in last week's issue of the Bicycling World. As a result of this, the times of the contestants were figured as though Roslyn did not exist. Consequently, as far as that is concerned, the results stand as published last week, and any points which may have been lost at Roslyn are ignored.

Owing to the delay in announcing the results of the contest, due partly to the protest in question and partly to the confusion resulting from the delayed receipt of the check sheets from two of the controls, a misunderstanding arose as to the final disposition of two of the contestants. In the totals, George V. Lyons, of New York City, was set down as "out" on the hill climb. As a matter of fact, failure on the hill climb should have counted 25 points against him, so that his final score is 925. Similarly in the case of William Bewley, the presence of a dash opposite his name and under the brake test was treated as though he had dropped out of the contest at that point, whereas the actual penalties against him, exclusive of that, were only 18 points, making his final score 982.

Future of the F. A. M. Championships.

What disposition will be made of the F. A. M. national championships—one, three and five miles—which, because of the narrow track were not decided at the Paterson Stadium meet, has not been decided. Buffalo and Philadelphia parties both are anxious to obtain them, but as the F. A. M. 1908 Meet Club has the medals made, inscribed and paid for, there is talk of the club maintaining its existence until Fall and deciding the championships on the Brighton Beach course or some other mile track, which refused to listen to the club previous to the meet, but which since are not so unapproachable, due to the passage of the anti-betting bill.

McAvoy the Hero of Canarsie Meet.

Although frequent preliminary showers made it late in starting the joint meet promoted by the Canarsie Wheelmen and the Long Island Division of the Century Road Club Association at Canarsie, N. Y., on July 4th, was interesting and good sport resulted in the four events that were held. R. A. McAvoy, of the Canarsie Wheelmen, was the star performer of the day, as he won both the open events, starting from 25 yards in the mile handicap. He had been alloted 100 yards in the five miles race, but because he felt so speedy asked to be allowed to start from scratch with Schuester. McAvoy beat Schuester by two lengths in a field of twenty at the tape. The summaries:

One-half mile, novice—First heat won by T. Kennedy; second, C. Fredericks. Time, 1:30. Second heat, won by H. Heydt; second, D. D. Adee. Time, 1:34⅗. Final heat, won by T. Kennedy; second, C. Fredericks; third, D. D. Adee. Time, 1:28.

One mile, handicap—First heat won by Geo. Glunz (75 yards); second, H. Hawkshurst (130 yards); third, R. Kelley (100 yards). Time, 2:48⅗. Second heat, won by L. Kerus (50 yards); second, G. Guiler (75 yards); third, J. Schuster (25 yards). Time, 2:52⅕. Third heat, won by R. A. McAvoy (25 yards); second, F. C. Graf (scratch); third, F. W. Jacobs (130 yards). Time, 2;51⅗. Final heat, won by R. A. McAvoy (25 yards); second, L. Kerus (50 yards); third, Geo Glunz (75 yards); fourth, H. Hawkshurst (130 yards). Time, 2:45⅖.

Five miles, handicap—Won by R. A. McAvoy (scratch); second, J. Schuester (75 yards); third, I. Lewin (100 yards); fourth, L. Kerns (130 yards). Time, 14:25⅕.

One mile, consolation—Won by H. Schuaars; second, Geo. Glunz; third, H. Hawkshurst; fourth, H. Heydt. Time, 3:03⅕.

Kelsey Forbids Teaming in Races.

It was given out this week that the National Cycling Association, or rather that R. F. Kelsey, chairman of its Board of Control, has warned the riders that they must stop teaming in races. The chief violators this season have been Joe Fogler and Frank L. Kramer, the former pulling the latter. When two of the best riders frame up a combination, the great disadvantage to the other riders who are riding, so to speak, on their "pat," is manifest. Just whether the ultimatum delivered by Chairman Kelsey will have effect remains to be seen, but as he acts as referee at all the local meets, and is therefore in a position to disqualify any riders for violation of the no team work rule, the general impression prevails that it is entirely up to Kelsey.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

MORE THAN NINETY IN FINISH

Chicago's Road Race the Biggest in Ten Years—Nordmark the Winner—Hultgren Gets Time Prize.

When P. A. Nordmark, of the Six Points Cycling Club, last Saturday, 4th inst., pushed his bicycle across the finish line first in the 25 miles handicap road race promoted by the Chicago Cycle Dealers' Association, he won one of the biggest bicycle road races that has been held in America in a decade. Not only was it one of the biggest, but it was the most important for several reasons, principally because it most unmistakably demonstrated that interest in bicycle racing was never more alive in the Windy City than it is to-day, not even in the departed days of the "Pullman scorch," the "Des Plaines mud battle," and the "Evanston quarter century."



HERMAN HULTGREN, TIME PRIZE WINNER

Because of the wide publicity given the race 120 riders were attracted to the Chicago-Evanston course on Saturday last, and one of the remarkable features was that the full list started, more than 90 of this number finishing. The large list of 54 place and 10 time prizes, each division headed by a motorcycle, was sufficient to attract the best riders from outside points, Detroit, St Louis, Toledo, Milwaukee and Syracuse becoming well represented.

The course was from the Grant statue in Lincoln Park, Chicago, to Evanston and return, making 25 miles, and despite the unusually heavy entry list the officials worked with precision in getting the men off their marks. The handicaps ranged from 15 minutes to scratch, and two riders left with the limit. One of these was Charles Lancaster Schofield, 63 years old, who has been riding a bicycle for 12 years. Schofield rode well, but the youngsters were too fast for him on the return trip from Evanston, and although he finished, did not come in for the big prizes.

Considering the fact that the course was



P. A. NORDMARK, WINNER OF FIRST PRIZE

heavy and slippery in spots and that the riders had to buck against a head wind from Evanston to the finish, the time made was remarkable. The one minute and scratch men were the prize divisions of the bunch and the 1 minute markers comprised Peterson and Hultgren of the Six Points, and Earl R. Harlow, the young crack of the Chicago A. C. The honor men were Emil Blum, E. H. Samuelson, and Henry Bigelow of Chicago, and J. Nash McCrea, of Springfield, Ill. Young McCrea's father, Mark McCrea, started on the 7 minute mark, but a puncture, causing him to ride 10 miles on the rim, put him out of the final reckoning.

One of the biggest crowds that ever turned out to witness a Chicago bicycle race flocked around the starting and finishing point in Lincoln Park and it was with difficulty that the police were able to clear a path for the riders at the finish.

Nordmark rode a remarkable race. He was the first to reach the half-way mark, 12½ miles, and he plugged all alone to the finish, in the face of a hard wind. He had the same handicap last year, but finished near the rear. This spring he bought a new bicycle and has been doing a lot of training "on the quiet." The result was apparent. On the in trip seven of the riders bunched, and the finish between them was close enough to make the sprint for the tape exciting.

The second big bunch that finished was composed of Kuehl, Stuckle, Hultgren, Spiegel, Bert Harding of St. Louis, William Clark of Detroit, Robert Graham of Richmond, Ind., A. O. Hitchcock of Toledo, and Harlow, the local crack. Both Hultgren and Harlow had ridden a remarkable race, overhauling and passing nearly one hundred riders. The effect was apparent as Hultgren got the time prize in 1:03:34, only 24 seconds slower than the record, which was made on a course in better condition that it was on Saturday. Harlow, who also is an American Athletic Union champion five miles runner, got second time prize in 1:03:40.

The real fight was between the 1 minute and the scratch men for time honors. Samuelson and McCrea were not in the best of condition, and soon dropped out, which left only Blum and Bigelow on the honor mark. In the meantime Peterson broke his fork, and that left Hultgren and Harlow together, so things were about even. As they knew there might be confusion at the turning point this pair made their big gain in the first half, and they were able to hold it out to the finish and thus shut Blum and Bigelow from the big prizes.

Some of the best prizes that have been



THE OLDEST RIDER IN THE RACE

hung up in a bicycle road race in years went to the lucky finishers. Hultgren won an Excelsior motorcycle donated by the Cycle Dealers' Association, while Harlow, who finished second in time, will have a silver loving cup, donated by Morgan & Wright, to adorn his mantle piece, as will Blum, the latter cup having been donated by the Continental "Erie" Rubber Works Co. Fourth and fifth time prizes were, respectively, gold watches donated by the Kokomo Rubber company and the Indiana Rubber & Insulated Wire Co.

Nordmark's prize for finishing first was a Harley-Davidson motorcycle, put up by the association, and Klasen got a Columbia bicycle. Third, fourth, fifth and sixth place prizes were also bicycles. Burdall of Grand Rapids and Von Fuerstenburg of Lake View carried away watches donated

respectively by the Corbin Screw Corporation and the New Departure Mfg. Co., while Miller, of Grand Rapids, was given a beautiful silver tea set, the prize sent by the Buffalo Specialty Co.

There was only one bad feature of the race. Motorcyclists were out in droves and they continually rode in front of, in back of, and alongside the riders, causing considerable uneasiness and resulting in some protests. They all were finally straightened out, however. Lacey Butler, of Kenosha, Wis., took a bad fall at the start. The rear tire was pulled from the wheel, and Butler's arm and shoulder were cut so badly as to need the attention of the doctor.

After the road race in the morning the riders who were not too tired went to Elliott's Park where the Cycle Dealers' Association had arranged for several sprint races in connection with the 17th annual picnic of the association. The mile race was run in two heats, with two to qualify in each, and William Clark, Detroit; Von Fuerstenberg, of Lake View; Earl Harlow, and William Staud, of Chicago, lined up for the first heat. Clarke had the better sprint and beat Harlow by a narrow margin. Bigelow of Chicago and Mark McCrea of Springfield, Ill., qualified in the second heat, Stuckle of Chicago, being shut out. Gold and silver and bronze medals were offered in the final heat and the finish between Clarke, Bigelow and Harlow was close. If the time is correct it is remarkable. It was announced as 1:54⅘, which is close to the world's record on a banked track.

Seven riders lined up for the three miles open, and J. Bernard of Chicago furnished a surprise when he romped home first. G. H. Frantz, Chicago, was second, and William Clyark, Detroit, third. The timer evidently got nervous as the time was given as 4:43, much less than the world's record for that distance. The summaries:

Place Winners.

	Name and Club.	Hdcp. M. S.	Time.
1	P. A. Nordmark, Six Pts..	10:00	1:08:00
2	G. M. Klasen, unattached..	10:00	1:11:40
3	C. P. Carlson, unat.....	9:30	1:11:12
4	Arvid Peterson, SixPts....	8:30	1:10:18
5	C. Grutzmacher, Milwaukee.	8:00	1:09:49
6	G. H. Franz, C.R.C.A.....	12:00	1:13:52
7	J. W. Burdall, G. Rapids..	8:00	1:09:53
8	J. Von Fuerstenberg, Lake View....	1:00	1:12:54
9	Al Miller, Gr. Rapids H. C.	9:00	1:11:15
10	Louis Kuehl, unat.....	6:00	1:08:32
11	Chas. Stueckle, C.R.C.A.'.	4:00	1:06:33
12	H. Hultgren, Six Points..	1:00	1:03:34
13	J. E. Spiegel, Fountain....	2:00	1:04:35
14	B. Harding, St. Louis	3:00	1:05:36
15	Wm. Clark, Detroit	4:00	1:06:37
16	R. Graham, Richmond, Ind.	5:30	1:06:38
17	O. Hitchcock, Toledo.....	6:00	1:08:39
18	E. R. Harlow, Chic. A.C..	1:00	1:03:40
19	A. Andresen, unattached..	2:30	1:12:37
20	J. F. Dietz, Milwaukee....	2:00	1:05:08
21	J. Dietz, Milwaukee	3:00	1:06:09
22	W. Matson, C.R.C.A.....	11:00	1:14:20
23	I. Zillmer, Milwaukee	5:00	1:09:18
24	A. Wagner, Gr. Rapids....	6:30	1:10:49
25	W. Dodson, Six Points....	13:00	1:17:23
26	Fritz Lay, unattached....	9:00	1:15:24
27	Jesse Smith, Kenosha.....	10:00	1:14:25
28	Emil Blum, C.R.C.A.....	Sch	1:04:32
29	H. Bigelow, C.R.C.A.....	Sch	1:04:33
30	A. Peterson, Six Points..	1:00	1:05:34
31	J. Bernard, Six Points	2:00	1:06:37
32	E. Siegel, C.R.C.A.....	....	1:07:38
33	G. Nacht, unattached.....	9:30	1:14:28
34	E. Fink, Milwaukee	8:00	1:12:59
35	J. McCall, C.R.C.A.....	7:00	1:12:10

36, Adam Holzworth, C. R. C. A., 14:00; 37, T. C. McNeill, C. R. C. A., 12:00; 38, John P. Slattery, Six Points C. C., 13:00; 39, Tony Spichel, unattached, 6:30; 40, Herman Olsen, unattached, 7:30; 41, Chas. E. Padfield, Detroit, 5:30; 42, Allen Guenther, Milwaukee, 6:00; 43, Peter Harbrick, Wyandotte, 5:30; 44, Aug. Ferch, Milwaukee, 6:30; 45, Ed Bebout, Detroit, 6:00; 46, Herman Baaden, unattached, 10:30; 47, William Staudt, C. R. C. A., 5:00; 48, Peter Williams, unattached, 4:00; 49, Bernard, Burgeson, unattached, 7:30; 50, Edw. Veesenmeyer, unattached, 11:00; 51, Ernest Kockler, Six Points C. C., 8:30; 52, Nick Kockler, Six Points C. C., 4:00; 53, John R. Felix, unattached, 12:00; 54, John Devita, unattached,



SPRINTING FOR THE LEAD

11:00; 55, L. S. Richardson, unattached, 8:30; 56, Oscar Adler, unattached, 10:30; 57, Fred Miller, unattached, 10:30; 58, Carl Prestin, Milwaukee, 10:30; 59, Chester Kellogg, unattached, 13:00; 60, Jos. Moffet, C. R. C. A., 8:30; 62, Chas. Schrieber, Milwaukee, 3:00; 63, Rudolph Busse, unattached, 10:30; 64, Wm. Carlon, C. R. C. A., 11:00; 65, D. Brennan, unattached, 14:00; 66, Ed. Glasener, unattached, 8:00; 67, Chas. Ingersol, Aurora, 13:00; 68, Frank J. Stark, Milwaukee, 10:00; 69, Amel Wedig, unattached, 10:00; B. C. Hopkins, St. Louis, 7:00; 71, Wm. Herrick, Six Points C. C., 2:00; 72, Chas. Schoefield, C. R. C. A., 15:00; 73, Walter Grunet, unattached, 10:00; 74, Bruno Stebhart, unattached, 10:30; 75, Henry Mohr, unattached, 8:30; 76, Frank B. Wood, unattached, 9:00; 77, E. V. Porsch, Milwaukee, 6:30; 78, Bruno Grodetz, unattached, 11:00; 79, Walter Blockhan, Six Points C. C., 7:30; 80, E. C. Fox, Gilmore A. C., 6:00; 81, Fred J. Thiel, unattached, 6:00; 82, Frank Bond, unattached, 12:30; 83, Walter Lyman, unattached, 9:30; 84, S. G. Reed, unattached, 10:00; 85, John Olsen, unattached, 14:00; 86, M. L. Bernbuck, unattached, 11:00; 87, George R. Anderson, St. Louis, 5:00; 88, Moritz Lange, C. R. C. A., 12:00; 89, John Schluter, unattached, 7:30; 90, C. A. Morton, unattached, 7:00.

Time Prizes.

	Name and Club.	Time
1	Herman Hultgren, Six Points..	1:03:34
2	Earl Harlow, Chicago A. C....	1:03:40
3	Emil Blum, C. R. C. A.....	1:04:32
4	H. Bigelow, C. R. C. A.....	1:04:33
5	Joe Spiegel, Fountain	1:04:35
6	John F. Dietz, Milwaukee	1:05:08
7	A. Peterson, Six Points	1:05:34
8	Bert Harding, St. Louis	1:05:36
9	Joseph Dietz, Milwaukee	1:06:09
10	Chas. Stueckler, C. R. C. A....	1:06:33

One mile open—First heat won by William Clark, Detroit; second, H. Harlow, Chicago. Second heat won by H. Bigelow, Chicago; second, Mark McCrea, Springfield, Ill. Final heat won by Clarke; second Bigelow; third, Harlow. Time, 1:54⅘.

Three miles open—Won by J. Bernard, Chicago; second, G. H. Frantz, Chicago; third, William Clark, Detroit. Time (as stated), 4:43.

Cole a Three-Times Winner at Clifton.

Howard L. Cole was almost the whole show at the Crescent Bicycle Club's meet held at Clifton Park, Baltimore, Md., on Saturday, 4th inst. He won the half mile open, the two miles handicap, and the one mile open, which three races were the only events of the five on the program in which he was eligible to start. The novice race furnished the surprise of the day, for the youngsters, instead of starting a terrible sprint at the crack of the gun, as novices usually do, acted like old time professionals by holding back until the last quarter, and then sprinting to the tape. The event was won by Ralph Miller in a close finish with William Oliver.

Following are the summaries:

Unlimited team pursuit—Won by Lafayette Wheelmen. Time, 20:39. Distance, 7 miles 3 laps.

One mile novice—Won by Ralph Miller; second, William Oliver. Time, 3:46.

One-half mile, open—Won by Howard Cole; second, Frederick Welsh; third, Edgar Boehm. Time, 1:17⅗.

Two miles handicap—Won by Howard Cole; second, Edgar Boehm; third, Thomas Taylor. Time, 5:30.

One mile, open—Won by Howard Cole; second, Frederick Welsh; third, Edgar Boehm. Time, 3:46.

Mangold the Motorcycle Victor at Pimlico.

M. E. Mangold, of Washington, riding a 3½ H. P. Indian, won the 5-mile piston displacement handicap which was accorded a place in the program of the automobile races run at Pimlico track, Baltimore, Md. on Independence Day. A 1-mile match between Mangold and Chic Thomas, which was added at the eleventh hour, but an accident to Thomas when he was coming into the home stretch and ran into the fence gave Mangold a walkover victory in 1:20. The summaries:

Five-mile piston displacement handicap—Won by M. E. Mangold (20 sec.), 3½ h. p. Indian; second, Chic Thomas (20 sec.), 3½ h. p. Indian; third, W. S. Fisher (30 sec.), 3½ h. p. Indian. Time, 5:49.

One-mile match—Won by M. E. Mangold, Indian. Time, 1:20. Thomas did not finish.

Newark Soon to Have Night Racing.

Night racing will be inaugurated at the Newark velodrome very shortly. It was planned to hold night races beginning Sunday, the 12th inst., but as the lighting plant could not be installed in time, the inauguration was deferred. It is now complete, however, and the "fans" await the innovation with pleasing anticipation.

FENN AGAIN AMONG THE RIRERS

Two Wins for Kramer at Newark—Hill and Stein Win Tandem Race—Butler Captures Motorcycle Event.

Spirited and interesting competition, together with such features as the reappearance of W. S. Fenn, the former "Handicap King," the rejuvenation in the East of amateur tandem racing, a splendid victory for the veteran Nat Butler in a three-cornered motor-paced race, two brilliant winnings for Kramer, and the running of a "double-header" program because of the postponement on account of rain the previous day, served to make the meet at Vailsburg on Sunday, July 5, the kind that the bicycle "fans" revel in.

Fenn entered the arena again after several years' retirement. He used to be a teammate of Kramer, and won his title of the "Handicap King" by the remarkable way in which he would run up the backs of the limit men from scratch. It was not to be expected that he would do much so early in the resumption of his racing career, but he managed to take two fourth places in fast company, and will shortly prove himself a factor in the professional ranks to be reckoned with.

Following the recent Eastern revival of professional tandem racing, the amateurs were given a chance at the game, and the result developed some excellent racing, with plenty of excitement for the spectators. Fred Hill, of Boston, and Charles Stein, of Brooklyn, proved the winners in this event by fast and heady riding.

After the half-mile novice race, in which Frank Hoonan, a Newark boy, was the winner, and Morris Hourborg graduated from the novice class by taking second, after two seasons of unavailing riding, the five mile amateur was run. It was condensed to one heat, and would probably have proved a close contest between Fred Hill and Adam Beyerman if Hill had not punctured in the last lap. As it was, Beyerman finished well ahead of Charles Stein, who, together with getting second, won the lap prize, with sixteen out of the thirty.

In his heat of the half-mile professional handicap Kramer won easily from Anderson, of Denmark, and in the final was able to dispose of Rupprecht, Vanoni and Fenn without difficulty. A spill occurred in the final, at the turn into the homestretch during the last sprint. Wiley and Bardgett came together and Root and Dorlon instantly joined them in a pinwheel slide down the banking. When they settled at the bottom it was found that no serious injury was done.

In the ten mile professional, with a dollar prize for every lap and attractive clusters for positions at the finish, the scramble of the smaller fry for the lap prize each round made a fast pace. The big game riders lay quiet in the middle of the bunch until two laps from the finish, when Fogler, Kramer, Bardgett, Root and Fenn pulled out en masse and made a sprint for it. Kramer took first, with Bardgett next and Root and Fenn following. The time, 21 minutes and 50 seconds, was the best that has been seen at Vailsburg for some time, but was not a world's record, as some of the spectators thought, the best time for the distance being 20 minutes and 4 seconds.

It took considerable time for the motors to get running properly in preparation for the three-cornered twenty miles match paced race between Moran, Butler and Logan. They sputtered and missed for quite a while, but finally all got going well and the starting pistol was fired. Butler, who knows how to stick to his machine in perfect style, took the lead at once, and the others had to look at his heels. Moran was the more vigorous in trying to overhaul the veteran and seemed on the point of making a pass of it several times, but he could not quite keep up with the ambitions of his pacemaker and was obliged to fall back again in each instance. Logan, who seemed badly lost in the early part of the race, having been lapped twice, began to kick a steady stream of power and caught Moran, who did not seem able to hold his position back of his motor very steadily. At fifteen miles Butler's motor slowed up for a brief spell, but soon ran smoothly again. Moran was lapped by Logan and finished third, with Logan a lap and a half back of Butler. The summary of the events follows:

Half-mile novice—Won by Frank Hoonan, of Newark; second, Morris Hourborg, New York; third, W. E. Gould, Everett, Mass. Time, 1:07⅘.

Five mile open, amateur—Won by Adam Beyerman, New York; second, Charles Stein, Brooklyn; third, William Vanden Dries, New York. Lap prize winner, Charles Stein. Time, 11:34.

One mile tandem, amateur—Won by Fred Hill, Boston, and Charles Stein, Brooklyn; second, Jacob Magin, Newark, and Wellington Smith, Maplewood; third, James Zanes, Newark, and Adam Beyerman, New York; fourth, Harry and Maurice Vanden Dries, New York. Time, 2:16.

Half-mile handicap, professional—Won by Frank Kramer (scratch); second, Edward Rupprecht (35 yards); third, Carl Vanoni (45 yards); fourth, W. S. Fenn (20 yards). Time, 0:56⅗.

Ten mile professional—Won by Frank Kramer; second, Walter Bardgett; third, E. F. Root; fourth, W. S. Fenn. Time, 21;50.

Twenty mile motor paced race, professional—Won by Nat Butler; second, Patrick F. Logan; third, James F. Moran. Time, 32:22⅖.

Krushel Wins Buffalo's Weekly Race.

Al Krushel, riding with 125 yards handicap, won the weekly five miles handicap of the Buffalo Racing Cyclists' Union at the old Ferry street track, that city, on Wednesday night, 8th inst. Krushell beat Ed Dethloff, who started from the same mark, by a half wheel at the tape. Considering the poor condition of the track the time, 13.30, was good. Joe Scheider, the scratch man, was third, and J. C. Smith, 125 yards, finished fourth.

STEIN GIVES THE FANS A SURPRISE

Manhattan Amateur Shows up in Championship Form—Excellent Racing in all Events at Garden Meet.

That oft-asked question, "Who is the coming amateur?" seems likely to be answered. Judging from his showing at the Madison Square Garden meet, New York City, on Wednesday night of this week, 8th inst., the answer is Charles Stein, familiarly known as "Whitey," who resides somewhere on the big island. Young Stein, for he is young, although he is married, most decisively defeated Fred Hill, the Boston amateur, who was booked to clean up the amateur ranks now that Cameron is in Europe, and in another event rode the legs off the field, and in the final sprint trounced Adam Beyerman and Frank Eifler, two veteran amateur cracks. Stein's clever riding was the feature of the meet, and his generalship and speed made his every appearance on the track an occasion for an outburst from the field. If he continues to improve at the rate that he has already this season, Stein looks like a very probable candidate to wear the amateur championship wreath that formerly sat very well on the brow of Charles A. Sherwood, of the New York Athletic Club.

Those cycling enthusiasts who imagined that it would be hotter than the hinges of hades or Paterson, N. J., in Madison Square Garden on Wednesday night, and therefore deserted the meet for the cooling breezes of Coney Island or the various roof gardens lost their guess and the opportunity of witnessing the best bicycle racing that has been seen in this city in so long that even Jay Eaton—who sat in one of the boxes and rooted for the present generation—has forgotten when it was so good. The night was cool anyway, and with the open skylights and big centrifugal fans working overtime, Madison Square Garden was far pleasanter than out of doors. It was just the right night for racing and the blanket finishes and spectacular sprints well repaid those who attended.

To tell which was the best race of the evening would be just as easy as detailing the difference in color between the eyes of a hippopotamus and those of a three-legged zebra if you had never seen either one, or perhaps as difficult as deciding whether an ice cream soda tastes better than aromatic spirits of ammonia the morning after, if you have never been spifflicated. Suffice it to say that all the races were exciting and then a little bit more.

If the final heat of the mile professional handicap had not been put on so soon after his heat, it is very probable that Walter Bardgett would have shown some of the champions the rudiments of making a noise like a flying machine, for the Buffalo crack is certainly moving. He had 50 yards and

Vanoni was out on 100. Kramer and Fogler were the only scratch men to qualify, and after pulling Fogler up to the bunch Kramer quit. It did not seem that either Fogler or Bardgett would be able to get through the field in the bell lap, but they located the needle's eye and Bardgett almost tagged Vanoni on the homestretch. Fogler was an easy third, with Rupprecht also in the money.

With $5 to the leader at each mile and the same amount for the winner of the most laps the five miles open didn't emulate anything in the snail or tortoise families. George Glasson took the first four laps and Dorlon the same number before Vanoni moved up and got the first mile. Dorlon punctured and Billington, Glasson and Root quit in the next half mile. George Wiley began with four laps in the second mile and Ashurst took the mile prize and led until after the 26th lap, when Wiley moved to the front again and stayed there until the finish of the 45th lap, King and Judge quitting in the interim. Fogler led for three laps and at the bell went out with Kramer on. Kramer won easily, but Bardgett gave Fogler a close race for second money, but failed to connect by a few inches. The time was fast, 10:52⅕.

The first heat of the tandem race was between Vanoni and Anderson, and Butler and Bardgett. The foreigners led for one lap, when Butler and Bardgett, by a pretty jump, went ahead. A puncture in the last lap put Vanoni and Anderson out of business, but Butler and Bardgett had lots of reserve speed. The second heat between Moran and Rupprecht and Fogler and Root was closer, but the latter pair had the better of it all the way. If it had occurred in Europe Vanoni and Anderson probably would now be enjoying a suspension for what they did, or rather didn't do in the final heat between the losers to decide third money. Just because Moran and Rupprecht got the better of the start, the Italian and Dane didn't exert themselves in the least and were actually lapped in the eighth time around. The final heat between Root and Fogler and Butler and Bardgett was a real fight. The latter pair led for one lap, when Fogler and Root jumped. Butler and Bardgett tried to go by in the sixth lap, and kept up the scrap until the finish, but it is a hard thing to pass another tandem on a ten lap track, and Fogler and Root won by a length in the fast time of 1:57⅖.

With such men as Stein, Kluczek, Devine, Hill, Georke and Steinert in the final heat of the 800 metres race, an innovation by the way, the race was exciting from the crack of the starting gun until the finish. Stein electrified the crowd when he jumped to the front at the very start and kept his wheel there all the way despite the heroic attempts of Hill to get by. Stein won out by a very few inches, while Steinert slid in for third place.

Several bad [illegible] the field of what was to have been a five miles miss and out so that no men [illegible] called from the track. In one of the mixups Owen J. Devine was badly shaken up and cut, while Charles Anderson, a Newark rider who suffered a fractured collar bone earlier in the season, was precipitated against one of the posts on the outer edge of the track and his nose was broken. In the third mile Hill caused a spill when he attempted to come between Frank Eifler and the pole. Eifler held his ground and Hill, Goerke and several others went down. There were only four riders left—Stein, Frank Eifler, Joe Eifler and Beyerman—when the last mile began. Beyerman jumped in the lap before the bell but when Stein got his legs working it was all over but the shouting. He went past Beyerman like a flash and beat Beyerman to the tape by two lengths, with Eifler fighting desperately behind. He finished a length behind Beyerman. The time was 11:57⅕. The summaries:

One-half mile novice—Won by L. H. Stingle, New York; second W. L. Morrison, Canarsie; third, John J. Whalen, New York City. Time, 1:10.

One mile handicap, professional—Won by Charles Vanoni, Italy (100); second, Walter A. Bardgett, Buffalo (50); third, Joe Fogler, Brooklyn (scratch); fourth, Edward Rupprecht, Newark (80). Time, 1:55⅗.

800 metres open, amateur—Won by Charles Stein, New York City; second, Fred Hill, Boston; third, Jerome Steinert, Hicksville, A. C. Time, 1;01⅗.

One mile tandem, professional—Won by Joe Fogler-E. F. Root; second, Nat Butler-Walter Bardgett; third, James F. Moran-Edward Rupprecht; fourth, Charles Vanoni-N. M. Anderson. Time, 1;57⅖.

Five miles miss and out, amateur—Won by Charles Stein, New York City; second, Adam Beyerman, New York City; third, Frank W. Eifler, C. R. C. A. Time, 11:57⅕.

Five miles open lap, professional—Won by Frank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, Walter Bardgett, Buffalo; fourth, Edward Rupprecht, Newark. Time, 10:52⅕.

Gloucester Adds to Outlaw List.

According to the reports given out after the races, the contestants in the bicycle events at the Irish games held at Washington Grove Park, Gloucester City, N. J., on the Fourth, put themselves in the outlaw professional class by the double error of competing in an unsactioned meet and in racing for cash prizes, which though small, were sufficient to make them professionals. Benjamin Lang won the one-mile event, with Richard Cramer, of Pleasantville, and George Cook, of Atlantic City, second and third. In the five-mile race Cramer got first, Lang second, and a rider named Coyle third.

Hopper Recovering from His Injury.

Norman C. Hopper, one of the most popular of the professional riders, who was injured at the Salt Palace track some three weeks ago while training behind a motor, is recovering, much to the surprise of the physicians. Hopper was following pace when he fell, and in sliding along the track he was penetrated by a stout splinter which entered his abdomen near the navel and came out at the groin, puncturing his intestines in nine places. When he was taken to St. Mark's Hospital the doctors pronounced his case hopeless, but as he was in the best of health and physical condition because of his riding, he has improved steadily since the operation that was performed. Friends who called on him a couple of days after the operation told him that the doctor entertained no hope of his recovery, but he replied: "I am not going to die and am feeling much better." On the strength of the subsequent good reports as to Hopper's recovery, the palace management has given a benefit race meet for him. All of the proceeds are to be turned over to the plucky rider.

Point Rating of the Riders.

While the change has not been great in the professional ranks the three races meets held last week and this have caused some changes in positions of the riders competing on the eastern circuit. Frank L. Kramer still stands on the top rung of the ladder, but in the week Walter Bardgett has jumped from sixth to second position. Fogler retains his old place of third, while Root drops from second to fourth. Cameron's absence will make the fight between the amateurs interesting. Oscar Goerke and Fred Hill still retain their respective positions of second and third, but two riders who loom up high are Charles Stein and Adam Beyerman. In the week Stein has worked up from tenth to fourth position, while Beyerman has climbed from twentieth to seventh place in the point ladder. The riders who have scored more than five points this season are:

Professional.

	Place				
	1st	2d	3d	4th	Pts
F. L. Kramer	12	0	1	1	62
W. A. Bardgett	4	3	5	2	41
Joe Fogler	2	9	1	1	40
E. F. Root	5	2	1	1	39
Floyd Krebs	4	3	2	2	35
John Bedell	3	1	6	3	29
Geo. Wiley	2	3	1	1	22
O. Dorlon	1	3	1	2	18
P. F. Logan	1	1	3	1	15
Edward Rupprecht	1	2	0	3	14
N. M. Anderson	0	1	2	1	8
J. F. Moran	0	0	4	0	8
Charles Vanoni	1	0	1	1	8
Chas. Schlee	0	1	1	2	7
Alfred Ashurst	0	2	0	0	6

Amateurs.

George Cameron	12	2	0	0	66
Oscar Goerke	1	8	3	0	35
Fred Hill	2	4	2	0	26
Tom Connolly	3	1	2	0	22
Chas. Stein	3	1	1	0	20
F. W. Jones	3	0	1	0	17
Adam Beyerman	1	2	1	0	13
A. S. La Montague	2	0	1	0	12
C. Connolly	1	1	1	1	11
F. W. Eifler	1	0	3	0	11
W. J. Kluczek	1	1	1	1	11
Carl Erricson	1	1	0	0	8
S. Goodrich	1	0	1	1	8
A. R. Wilcox	1	0	1	0	7
Dave Mackay	1	0	1	0	7
John Brennon	1	0	1	0	7
Jerome Steinert	1	0	1	0	7
C. Helander	0	2	0	1	7
A. Hayes	1	0	0	1	6
Jacob Magin	0	2	0	0	6
W. Vanden Dries	0	0	3	0	6

BARDGETT RIDES A GREAT RACE

He Defeats both Kramer and Fogler in Championship Event at Asbury Park —Krebs Makes Sensational Win.

Walter A. Bardgett, of Buffalo, decisively defeated both Joe Fogler, of Brooklyn, and Frank L. Kramer, of East Orange, in the second circuit championship meet, held on the inundated third-mile track at Asbury Park, N. J., Saturday afternoon last, 4th inst. About 2,000 people witnessed the meet, and it is not doubted but that 10,000 would have turned out for the first real bicycle meet held in the New Jersey resort town in four or five years had it not poured just four or five years had it not been for the threatening appearance of the clouds, which fulfilled their prophecy of mischief and spilled their wet contents just about the time for the meet to start.

The event that Bardgett won was the one-third mile national championship and his victory placed him on a tie with Kramer for championship honors, each having scored in the two championship races that have been run, seven points. Fogler is second, with six points, while Wiley, of Syracuse, and Rupprecht, of Newark, each has one point.

Kramer, Wiley, Fogler and Bardgett qualified for the final of the circuit championship. Kramer seemed timid on account of the soft, slippery track, while Bardgett and Fogler were perfectly at home in the mud. On the backstretch Bardgett got the lead and the pole, and although Kramer and Fogler both attempted to pass he held them off in great style, winning from Fogler by fifteen feet, with Kramer twice that distance behind.

Kramer, Bardgett and Fogler did not qualify in the one mile professional handicap, and George Wiley, who had 70 yards, had everything his own way. J. T. Halligan and George Glasson, both of Newark, were second and third, respectively. Floyd Krebs paralyzed the field when Saxon Williams tried to jump in the two-thirds mile consolation. After overhauling Williams the Newark German kept on going and won by a dozen lengths, sitting up.

Carl Ericson and A. R. Wilcox shared the amateur events, the former taking the mile handicap from John Eubank and Herman Lind in this order. Wilcox beat Ericson in the one-third mile open, while Oscar Goerke, of the National A. C., could do no better than third. William A. Lamphear, "a 14-19 years old" Brooklyn boy, won the novice. Following are the summaries:

Two-thirds mile novice—Won by William A. Lamphear, Brooklyn; second, T. J. Murphy, Brooklyn; third, John Esposito, Brooklyn. Time, 2:12⅘.

One-third mile national championship, professional—Won by Walter A. Bardgett, Buffalo; second, Joe Fogler, Brooklyn; third, Frank L. Kramer, East Orange; fourth, George Wiley, Syracuse. Time, 0;45⅘.

One mile handicap, amateur—Won by Carl Ericson, Brooklyn (110); second, John E. Eubank, Empire City W. (120); third, Oscar Goerke, National A. C. Time, 0:52.

One mile handicap, professional—Won by George Wiley, Syracuse (70); second, J. T. Halligan, Newark (120); third, George Glasson, Newark (140). Time, 2:27.

Two-thirds mile consolation, professional—Won by Floyd Krebs, Newark; second, Saxon Williams, Buffalo; third, Ben Hill, Newark. Time, 1:44.

Hanna Captures Florida Championship.

Cheered by a large and enthusiastic crowd, Joe D. Hanna, of Tampa, won the one mile State championship of Florida, held at Ballast Point, near Tampa, on Saturday last, 4th inst. The event is an annual feature and Hanna has held the title for several years.

Six riders lined up for the championship, Archie Rawlings taking the lead at the start. About fifty yards from the finish Hanna jumped, and although Rawlings put up a good fight he was no match for Hanna, the latter winning in the fast time of 2:04. Rawlings was second, Bozeman third, Stephens fourth, Middlebrooks fifth and Giddens sixth. Hanna received a gold medal and a 21-jewel watch for winning, while Rawlings' prize was a Tribune racer.

After the championship had been decided a ten mile road race was put on, and young Rawlings proved the find. He won the time prize in 23:53, breaking the record formerly held by Henry Schafer, of Dunkirk, in 24.05. G. Cantos was second, in 24:05, Bozeman, third, in 24:07, Hanna fifth, in 24:08, and Stephens sixth in 24:10. The place prize winners, in order of finish, were McClintock, Hicks, Ardnengo, Giddens, Rawlings, Cantos and Bozeman. Both place and time prizes were racing bicycles.

His First Century a Lonesome Ride.

It was rather an ambitious tour that ten members of the Century Road Club of America took on Saturday and Sunday last, July 4 and 5. Starting from Brooklyn early Saturday morning, they pedaled to Sag Harbor, 112 miles, spending the night there. The roads after leaving Patchogue were rather sandy, and on the return trip on Sunday they had to buck against a head wind all the way. The prize for sticktoitiveness, which was a box of tanglefoot flypaper, was awarded Clinton B. Walker. He got to Brooklyn too late for the start, but resolutely set out to overtake the other nine. He did not do it, but rode all the way to Sag Harbor alone, crossing the Shinnecock hills in the dark. Walker had never ridden a century before last Saturday, so that his long unpaced ride is especially meritorious. Besides Walker those who made the trip were Fred E. Mommer, Alfred H. Seeley, Charles Hausenbauer, George Hausenbauer, W. L. Russell, I. Crook, Emil Leuly, Jesse R. Pike and Joe Noe.

SCHUDT IS BUFFALO CHAMPION

Adds Outdoor Laurel to His Flat Floor Wreath—Lang and Germain Capture Motorcycle Events.

Fred Schudt, Buffalo's indoor bicycle champion, added an outdoor leaf to his laurel wreath Sunday afternoon, 5th inst., at Kenilworth park, Buffalo, at the postponed games of the Buffalo Athletic Association when he won the mile city championship from James Dick and Ed Delling. The match arranged for the trio had long been anticipated and was watched with great interest by Buffalo's "fans."

Despite the great work done by Schudt in the armories last winter, Dick had shown such strong championship tendencies a few weeks ago when he rode against the Canadian Olympic candidates, that he was generally regarded as a favorite for Monday's race. Schudt, however, rode in splendid form and in the last 16th he made a wonderful sprint and galloped home by two lengths.

Effort to pace by means of a motorcycle was not very successful, as the rider of the power machine slowed down to such an extent to suit the riders that he stalled his engine twice and the pace failed. When he did get going he hurried the field along the back stretch swinging aside on the last turn to let the sprinters fight it out to the tape.

That the race is not always to the swift was shown in the ten miles motorcycle race. Howard Ganson had worked out a lead of over a mile in seven when his machine developed "stopitis" and he had to lose the advantage gained. The race went to E. B. Germain, with S. B. Pritchard second. Ganson also had hard luck in the 15 miles event. He got away to a good start and at three miles had lapped one of the four starters. Before the ten miles had been completed Ganson was trailing Germain and Pritchard preparatory to lapping them. When the pistol shot sounded for the last lap Ganson mistook it for the finish and rode slowly around. The result was that Germain let it out and passed Ganson less than ten feet from the finish, Pritchard securing second. The summaries:

Five miles motorcycle, novice—Won by C. Lang; second, E. B. Germain. Time, 6:47⅘.

One mile bicycle, open for city championship—Won by Fred Schudt; second, James B. Dick; third, Ed Delling. Time, 3:21⅖.

Ten miles open, motorcycle—Won by E. B. Germain; second, S. B. Pritchard; third, B. Scherer. Time, 12:43⅖.

Five miles handicap, bicycle—Won by Tony Burke (scratch); second, J. Newland (175); third, Joe Tanner (125); fourth, Ed Detlor (200). Time, 13:19⅕.

Fifteen miles open, motorcycle—Won by E. B. Germain; second, Howard Ganson; third, S. B. Pritchard.

FLESCHER TAKES IMPROMPTU BATH

Makes Fastest Time in Omaha's Motorcycle Races, but Skids in Long Race—Three Well Contested Events.

Three motorcycle races over the Dodge street hills, Omaha, Neb., brought out a large crowd of enthusiasts on Fourth of July morning. A five miles course was laid out on the macadam road. Louis Flescher made the fastest time when he won the five miles race in 5:17. In the 20 miles open he skidded into a creek, but was fished out and finished on a borrowed machine. This event went to Ralph Bates on an Excelsior while P. Birchall and T. Tompkins, both riding Thors, finished first and second in the 10 miles handicap. The summaries:

Five miles open—Won by Louis Flescher. Time, 5:17.

Ten miles handicap—Won by P. Birchall, Thor; second, T. Tompkins, Thor; third, M. Rogers, Excelsior; fourth, R. Bates, Excelsior; fifth, J. Jenson, R-S; sixth, J. Crozier, Armac. Time prize winners, Rogers, in 15:04½.

Twenty miles open—Won by Ralph Bates, Excelsior; second, Mark Rogers, Excelsior; third, Gus Baysdorfer, Merkel; fourth, A. L. Mattsoj, Harley-Davidson; fifth, George Gamble, Harley-Davidson; sixth, J. Jenson, R-S. Time, 30.41.

Omaha Sees a Bicycle Hill Climb.

Bicycle hill climbing races, conducted by the Omaha Bicycle company, formed the most interesting holiday sport in Omaha, Saturday last, 4th inst. The events were held on the Chicago street hill and about 2,000 spectators cheered when Ray Rowley, a one-legged youngster defeated Jack Vickers, another rider possessing but one pedalic appertainment, in their match race.

Franz Martischewsky sprang a surprise on the local speed merchants when he won the open climb. Franz, and-whatever-the-rest-of-it-is has been in this country only a few weeks and besides being an unknown quantity the other riders thought that Franz would be unable to carry all of his name up the hill at one time. F. F. Whitrow was second, A. Greeson third, and G. Turner fourth.

Clinton Hamilton was the whole show in the event for boys under 16 years of age and he won a bicycle for getting to the top of the hill first. H. Siebert was second, J. Kraenzer third, and H. Collins fourth. Thirteen riders started in the open race and eleven in the boys' event.

Exciting Motorcycle Races at Tanforan.

Two accidents marred what otherwise would have proved a good afternoon's sport at the race meet promoted by the San Francisco Motorcycle Club, at the Tanforan track on July 4th. Victor Guigot, riding a Peugeot, skidded on one of the turns and broke a leg, and E. Matthews, riding a Racycle, rode into a buggy that was crossing the track at the time. Matthews sustained severe scalp wounds. The summary:

Five miles challenge for the Goodrich trophy—Won by W. G. Collins (Indian).

Three miles for boys under 16 years of age—Won by S. Concton (Indian). Time, 4;11½.

Five miles open—Won by W. G. Collins (Indian). Time, 5:28.

Five miles for singles—Won by Fred Ernst (Torpedo). Time, 5:47ffi.

Five miles for singles—Won by W. G. Collins (Indian). Time, 6:00.

Five miles for private owners—Won by J. Shirley (Indian). Time, 6:32⅘.

Ten miles pursuit—Won by A. F. Wilson (Merkel); second, W. G. Collins (Indian). Time, 12;09⅕.

Three miles for tandems—Won by Walter Dreyer and Leo Mitchell. Time, 4:07⅕.

Los Angeles Riders Lead at Riverside.

Los Angeles riders carried off all but one of the cups at the meet of the Riverside Motorcycle Club, held at Chemewa Park, Riverside, Cal., on July 4th. The principal event was a ten miles relay between the Los Angeles and Riverside clubs, the former winning in 15:08⅕. The summaries:

Ten miles inter-club relay—Won by Los Angeles M. C. (Shafer, Balke, Parmalee, Risden, Blaylock); second, Riverside M. C. (Milan, Currier, Knoll, Krieghbaum, Balke). Time, 15:08⅕.

One-half mile bicycle—Won by Roland Cresman, Riverside. Time, 1:22.

Three miles for singles—Won by Balke, Los Angeles. Time, 4:17.

Five miles free-for-all—Won by Blaylock. Time, 6;50⅖.

Five miles for singles—Won by Balke. Time, 7:18⅘.

Three miles for club members only—Won by Earl King, Riverside. Time, 4:38.

Three miles challenge—Won by King. Time, 4:15.

Twenty-five miles open—Won by Blaylock. Time, 34:29.

Five miles free-for-all—Won by Balke. Time, 6:57⅘.

Abbott Fastest at San Antonio.

Stanley Abbott, riding from scratch, won the time prize in the 12 miles handicap road race held over the Mission loop course, San Antonio, Texas, on Sunday, 28th inst. He covered the distance in 32:41. August Coens made the next best time in 32:41, and Harry Alves was third in 33:50. The place prizes went to handicapped men, the first four men to finish, in order, being George Alves, Joe Sievers, Joe Huslage, and Julius Erfurth.

C. R. C. A. Schedules a Road Race.

A 20 miles handicap road race is scheduled for Sunday, July 26, by the Long Island Division of the Century Road Club Association, with August 2 as a rain date.

DOWNING INJURED AT OGDEN MEET

Hollister and De Mara also Victims of Spills—Three-Cornered Team Pursuit the Best Feature.

Ogden, Utah, July 3.—Hollister, DeMara and Downing were injured in the quarter mile open at the Glenwood saucer track last night, but none of the men were sufficiently hurt to keep them out of racing long.

Hollister, DeMara, Downing, Wilcox and Senhouse went after the quarter-mile record, and on the first lap DeMara and Wilcox, riding neck and neck, hugged too closely, with the result that DeMara was thrown. Downing ran into DeMara and was hurled to the boards with terrific force. Hollister came up full speed and ran into the bunch. He was thrown ten feet in the air, turning completely over and landing on his back. Downing was the most seriously injured, sustaining a gash several inches long on the forehead, a cut on the nose and bruises about the body. DeMara was injured about the legs and body, while Hollister escaped with a severe shaking up. Hollister was the only one of the trio to enter the other events. At the time of the accident the men were racing at a clip that would easily have broken the record.

The three-cornered match team pursuit race, professional, easily proved the most interesting event on the card. The Devonevitch and Walker team caught the crowd at the beginning of the race, and as this team outrode the others, the crowd stood up and yelled its approval. Mitten, teaming with Achorn, was the first to drop out, after going one and one-half miles. Achorn held on alone for a while, but finally gave up after making a strong effort to catch the team ahead. Morgan, teaming with Agraz, was the next to quit, after covering four miles. For another one and one-half miles Agraz went it alone against the Russian and Walker, but the job was too much for him, and he was forced to be content with second place for his team.

Giles was disqualified for foul riding in the three-mile open amateur race for forcing a rider up the track when an effort was made to pass him. The summary:

Three-cornered match team pursuit, professional—Won by Devonevitch-Walker; second, Agraz-Morgan; third, Mitten-Achorn. Time, 12:12. Distance, 5 miles, 4 laps.

One-half mile, handicap, amateur—Won by Crebs; second, Diefenbacher; third, King. Time, 0:57.

One-quarter mile, open, professional—Won by Wilcox; second, Senhouse; third, DeMara; fourth, Hollister. Time, 0:29⅗.

Three miles, open lap, amateur—Won by Lawrence; second, Schnell; third, Thomas. Time, 6:19⅗.

One mile, handicap, professional—Won by Wilcox; second, Senhouse; third, Mitten; fourth, Walker. Time, 2;00.

One mile, motor trials—By W. E. Whittler. Time, 1:08⅗ (record for track).

COLLINS LOSES AT REVERE BEACH

Just Back from Europe He is Defeated by MacLean—La Montague Captures Two Amateur Events.

After traveling six days on the water and several hours on a railroad train it was no wonder that Elmer J. Collins was in no fit condition to jump on a bicycle the instant he arrived in Boston and ride a paced race against American Champion Hugh MacLean. That is what he attempted to do on Saturday last, 4th inst. Collins has been following the big machines in Europe for some time and he arrived in New York City on July 3d. He took a train for Boston and arrived there at 3 o'clock, July 4th. A hurried trip to the Revere Beach track and he got on his bicycle prepared to ride a race against a seasoned veteran without having had a single workout.

In the two heats that he rode Collins showed that he has developed wonderful speed for short distances while he has been abroad, and for a few miles he made repeated gains on MacLean. In the first heat of their paced race Collins had Albert Champion on the machine for him, and he started from the tape while MacLean got away from the back stretch. Collins showed some speed at the start, for at the first mile he led the American champion by 40 yards. At five miles Collins was a quarter of a lap to the good and riding strong, but the pace began to tell in the seventh mile and MacLean got in a few good licks. At ten miles MacLean had gained a half lap and after a hard fight succeeded in passing Collins. The champion continued to work his legs over time and at 13½ yards had nosed a lead of 220 yards, when a puncture made him stop. Collins dismounted also and prepared to wait for MacLean, but as there was only a mile and a half to go MacLean forfeited the heat.

The second heat was at five miles and although Collins put up a stiff argument MacLean soon pulled away in front. MacLean had a comfortable lead at the bell and won at the finish by more than a lap. Collins admitted that he was not in good condition and rather than be beaten badly he forfeited the final heat and race.

The amateur 10-mile paced race between Drobeck, T. Connolly and Helander produced plenty of excitement, although there was practically no finish to the race. Early in the contest Droback gained a lap on Helander and almost as much on Connolly when he was shaken. Later Helander and Drobeck lost their pace and scattered over the track, so that Champion with his big engine was sent near the bleachers and narrowly escaped a bad fall, for the heavy machine smashed one of the boards and scattered strips of wood all over the track. Connolly finished the race alone, winning by a wide margin.

A. S. LaMontague was the star in the three-quarter mile handicap, and five mile open races for amateurs, winning both events. It was a great surprise, for among the men he defeated was Thomas Connolly, who is supposed to be the best amateur hereabouts. In the five mile open La Montague was so far ahead in the final sprint that he won, although his chain jumped off on the home stretch. The summary:

Three-quarters mile handicap, amateur—Won by A. S. La Montague (50); second, J. Farren (86); third, J. J. McKinnon (50); fourth, S. Goodrich (60). Time, 1:36⅖.

Five miles open, amateur—Won by A. S. La Montague; second, Tom Connolly; third, S. Godrich; fourth, Cornelius Connolly. Time, 2:34.

Three heat motorpaced match, professional—First heat (15 miles), won by Elmer J. Collins, Lynn. Second heat (5 miles), won by Hugh MacLean, Chelsea. Third heat and race, won by MacLean by default.

Ten miles motorpaced match, amateur—Won by Thomas Connolly. Time, 17:30.

Mayer and Clarke Show Speed.

Salt Lake City, June 29.—A tandem lap race was the novelty at the Saltair saucer track last night and Mayer and Clarke showed their speed when they won the event in the fast time of 9;56⅗ for the five miles. Achorn and Downing were second, Hollister and Hopper third, and DeMara and Mitten fourth.

Clarke defeated Downing by a well timed sprint in the final heat of the mile open, while little Mitten slid home for third money, fourth going to McFarland.

Parley Giles took the three miles open lap amateur from Ed. Meyer, with Thomas in third position. The half mile handicap went to Crebs. Diefenbacher was second and Herman third. The summaries:

One-half mile handicap, amateur—Won by Crebs (scratch); second, Diefenbacher (30); third, Herman (60); fourth, Brodbeck. Time, 0:56⅕.

One mile, open, professional—Won by Clarke; second, Downing; third, Mitten; fourth, McFarland. Time, 1:56⅘.

Three miles, open lap, amateur—Won by Giles; second, Mayer; third, Thomas; fourth, Diefenbacher. Time, 6:13⅗.

Five miles, tandem lap, professional—Won by Mayer-Clarke; second, Achorn-Downing; third, Hollister-Hopper; fourth, DeMara-Mitten. Time, 9:56⅗.

When the Engine Fails to Respond.

When an engine which is equipped with an automatic intake valve refuses to answer the throttle promptly, even though running with perfect regularity at low speed, it is well to investigate the condition of the valve, particularly with regard to its stem and the freedom of its motion. A bent or gummy stem, occasionally will stick when drawn to the full limit of its travel, so that while at low speeds, when the suction is not sufficient to open the valve to more than its full opening, no trouble is experienced, at high speeds, when the sharp suction drags it fully down to its limit, the stem may jam, thus retarding the closing long enough to diminish compression, thus counteracting the natural effect of the greater throttle opening.

McFARLAND RIDES FAST FOR SPITE

Beats World's Two Miles Record, but It Doesn't Count—Lawson Hurt Again—Other Events at Salt Palace.

Salt Lake City, July 5.—Floyd A. McFarland broke the world's record for two miles unpaced in his unlimited pursuit match against W. E. Samuelson at the Salt Palace saucer last night, but the record will not hold good because of the peculiar conditions under which it was made. McFarland covered the distance in 4:02, which is faster than the record for two miles unpaced.

At the end of seven laps McFarland's tire punctured just entering the homestretch at which time he was rapidly gaining on Samuelson. The tire was repaired, the race started from the point left off. McFarland was made to start on the high turn going out of the home stretch, while Samuelson started in the back stretch, which gave him a big advantage. McFarland refused to start from the place given him, and Referee Conley informed him that he would either start or take a lay-off. This made McFarland so mad that he got on his wheel and when the pistol was shot he dug into his pedals with much determination and worked harder than he ever did before. He caught Samuelson in nine laps, and as he passed him he said something that would not look well in print.

The half-mile handicap, professional, proved a runaway for the limit men. Agraz won the race, with Achorn, Wilcox, Dest and DeMara all finishing in a bunch close together in the order named in the fast time of :52⅖.

The two-mile lap amateur race brought out the usual number of entries, but the race was not as fast as previous events of the same kind. McCormack beat out Wright for first place and Giles finished third.

Halstead was the best rider in the miss-and-out race. There was an interesting struggle to keep from being cut out of the event. The winner rode one mile and sir laps in 4:00. The summaries:

Two miles open lap, amateur—Won by McCormack; second, Wright; third, Giles. Time, 4:04⅖.

Miss out out, amateur—Won by Halstead; second, L. Thomas; third, Robinson. Time, 4:00. Distance, 2 miles.

One-half mile handicap, profesisonal—Won by Agraz (80); second, Achorn; third, Wilcox. Time, 0;52⅖.

Match pursuit, professional—Won by McFarland; second, aSmuelson. Time, 4:02. Distance, 2 miles.

Salt Lake City, July 4.—For genuine hard luck Iver Lawson is entitled to the sympathy badge. Lawson broke his ankle while training at the Newark velodrome before it opened for the season and until a week ago he has not been able to ride. Last night at the Salt Palace saucer Lawson was booked to ride a match against W. E. Samuelson.

In the first heat Lawson defeated Samuelson, and it was in the second that the accident occurred.

The fall came in the last lap of the race. Samuelson had the pole and Lawson tried several times to go around. After leaving the backstretch both men were riding side by side with Samuelson slightly in the lead. Suddenly Lawson and Samuelson came together and both went down, the former striking on his head. Lawson was rendered unconscious, but was restored by the track surgeon and sent home. It was not until this morning that it was discovered that he had broken his collar bone in the fall, which practically puts him out of racing for the remainder of the season, as it will be another month before he can get going good and the season will almost be over by that time.

The two-mile lap handicap race was won by Wilcox, beating out Devonevitch by half a wheel, with Mitten, West and Palmer finishing in the order named. Downing was unable to start in this race owing to a severe fall he received in Ogden on Thursday night. McFarland struck his pedal early in the race and had to quit.

Diefenbacher won the quarter-mile open amateur in the fast time of 29⅗ seconds. Wright took second place from Robinson.

The two-mile lap handicap, amateur, was won by Giles from scratch. It was a hot race all the way, the riders continually fighting for laps. The last half-mile was ridden in 57 seconds. McCormack beat out Lawrence by half a wheel for second place, and Meyers finished fourth. The summaries were as folows:

One-quarter mile, open, amateur—Won by Diefenbacher; second, Wright; third, Robinson. Time, 0:29⅗.

Two-mile lap handicap, amateur—Won by Giles (scratch); second, McCormack (35); third, Lawrence (scratch); fourth, Meyers (40). Time, 3:58⅘.

Two-mile lap handicap, professional—Won by Wilcox 50); second, Devonevitch (110); third, Mitten (100); fourth, West (95). Time, 3:54⅗.

One-half mile match—First heat won by Lawson; second, Samuelson. Time, 1:33⅘. Second heat stopped when both men fell.

Thief Takes Cop's Motorcycle.

For clear, unadulterated nerve and lack of regard for consequences the individual who stole a twin cylinder motorcycle belonging to the police department of New York City stands in a class by himself. The theft occurred about 5 o'clock yesterday (Friday) morning. Officer Samuel Johnson, who lives at Coney Island, had chained the machine to a post in front of his house; he went indoors and when he returned a few minutes later found that the post had been cut down and the machine had disappeared.

The general alarm which the police department has sent out describes the missing motorcycle as a two cylinder Indian, 1908 model, number T 629. On the battery box is painted the words "Police Department," and the machine is equipped with a speedometer.

LIVELY RACING AT SALTAIR

Mayer and Downing Capture Two Tandem Events—Double Meet with Close Contests on Independence Day.

Salt Lake City, July 6.—A five mile tandem race for profesionals was the feature at Saltair last night. Seven teams lined up for the event, which was won by Mayer and Downing in a four lap sprint from Wilcox and Devonevitch. To the great surprise of the large crowd Clarke and Samuelson could get no better than third.

Clarke made a pretty sprint in the mile handicap. He was paced all the way and finished in the very fast time of 1:52 from scratch. Achorn and Morgan, on long marks got second and third, and fourth money went to Palmer.

Parley Giles won the Australian pursuit, riding down the entire field in 1 mile, 8 laps, 125 yards. Schnell, Halstead and Diefenbacher finished in the order named. The quarter mile open amateur was won by Crebs, who jumped to the front at the start and was never headed. Giles, Diefenbacher and Lawrence accounted for the other prizes. The summaries:

Five miles, tandem open, professional—Won by Mayer-Downing; second, Wilcox-Devonevitch; third, Clarke-Samuelson; fourth, Palmer-Hollister. Time, 10:08.

One mile, handicap, professional—Won by A. J. Clarke (scratch); second, Achorn (125); third, Mrgan (120); fourth, Palmer (60). Time, 1;52.

Unlimited pursuit, amateur—Won by iles; second, Schnell; third, Halstead; fourth, Diefenbacher. Distance, 1 mile, 8 laps, 125 yards.

One-quarter mile, open, amateur—Won bv Crebs; second, Giles; third, Diefenbacher; fourth, Lawrence.

Salt Lake City, July 5.—One of the largest crowds of the season witnessed the double meet at the Salt Air saucer yesterday afternoon and evening. No records were broken, but fast time was made in all the events on the card.

The evening races were marred just a little by the action of Diefenbacher, who failed to finish the final heat in a one-mile amateur match race with Schnell. In the afternoon, in a half-mile match contest, Diefenbacher defeated Schnell, taking the last two of the three heats. In the evening he took the first heat from Schnell, was disqualified in the second, and lost the next, but failed to finish in the final heat of the contest. Then again in a paced contest, scheduled to be a five-mile race, A. J. Clarke stopped after going two miles, his reason being his inability to follow his pace without losing the same. Clarke rode an ordinary bicycle, while Downing rode a pace-following machine.

The other events were exciting and full of close finishes. The final of the half-mile open professional proved to be the most interesting of the lot. Palmer started out strong, with the bunch following, but at the close of the second lap he swung up the track to give Hollister the lead. Hollister led the next two laps and then Clarke swept around the bunch, winning by a couple of lengths. Mayer, who secured a poor start, and was compelled to plug it alone during the greater part of the contest, finished second, with Hollister close behind. The summaries:

Afternoon.

One-half mile, amateur match—Won by Diefenbacher; second, Schnell. Time, 1:09, 1:10 and 1:11.

One-half mile, open, professional—Won by Clarke; second, Mayer; third, Hollister; fourth, Palmer.

One mile, handicap, professional—Won by Clarke; second, Mayer; third, McFarland.

Five miles, motor, professional—Won by Turville; second, T. M. Samuelson.

Evening.

One mile, amateur match—Won by Schnell; second, iDefenbacher. Time, 2;24, 2:53 and 2;21.

One-quarter mile, open, professional—Won by Mayer; second, Hollister; third, Mitten; fourth, Walker. Time, 0:29⅘.

Two miles, open lap, professional—Won by Clarke; second, Mayer; third, Hollister; fourth, Walker. Time, 4;07⅕.

Salt Lake City, July 2.—McFarland and Clarke were no match for Downing and Mayer in their tandem match race at the Saltair saucer last night. The race went for a mile and it was run on the French style, that is, of loafing until the final sprint to the tape. Downing and his German partner jumped McFarland and his protege four laps to go and held the lead to the finish of the race.

The two miles handicap went to Clarke, with McFarland, Palmer and Wilcox finishing in the order named. When the sprint came Mayer was pocketed and did not have opportunity to show himself. No scratch men qualified in the mile handicap professional, and Senhouse, the Australian, beat Samuelson in a hard sprint, DeMara getting third. The summaries:

One mile handicap, professional—Won by Senhouse (120); second, Samuelson (20); third, DeMara (45); fourth, West (100). Time, 1:54⅗.

One mile handicap, amateur—Won by Hollister (75); second, Herman (90); third, Giles (scratch); fourth, Crebs (70). Time, 1:57.

Two miles, open lap, professional—Won by A. J. Clarke; second, McFarland; third, Palmer; fourth, Wilcox. Time, 3:56⅕.

One-quarter mile, record trials—Tie between Diefenbacher and Crebs, 0:25⅘; second, tie between Lawrence and Giles, 0:26⅕.

One mile tandem match, professional—Won by Mayer-Downing; second, McFarland-Clarke. Time, 2:14⅘.

Declares Against the Open Muffler.

Because there are still a great number of motorcyclists who persist in riding with open mufflers, despite the active war which has been waged against the practice for many months, the members of the Harlem Motorcycle Club have passed a set of resolutions declaring against the practice, and expressing their willingness to assist in any movement that may be made to check it.

LOS ANGELES OPENS NEW SAUCER

Derkum's Vain Attempts at Record Breaking the Feature at Seal Gardens—Few Veterans on the Track.

Although Seal Gardens is situated eight miles outside the city limits of Los Angeles, more than two thousand journeyed out to the amusement park on July 4th to witness the opening meet on the new eight lap track. That the track is distinctly a bicycle track and will not hold a motorcycle at a mile a minute speed was shown when P. J. Q. Derkum attempted to go against the world's records for five miles and also for one mile. In the former attempt the best he could do was 6:07⅗, and the mile in 1;13, but this fact did not deter the promoters from announcing the time for five miles as a world's record, which, however, it is not. The bicycle races brought out spirited finishes and the amateur events were well filled, but only four professionals could be brought out of their retirement, and the time made by them does not compare favorably with that made by either the Salt Lake or Eastern cracks.

The final heat of the novice race brought five starters to the tape. Ray Mattheur took the lead and led until the bell lap, when Bryson jumped, with Peterson and Smith on. The latter beat Peterson for second place.

Loge was never a factor in the five miles motorcycle race for amateurs, Knappe and Graves losing him after the first lap. Graves got the lead in the third lap and held it for two miles, until Knappe opened up and pressed his rival. At four miles Knappe cut loose and lapped Graves, scoring another lap before the finish.

Ten simon pures qualified for the final of the three miles open and there was a fight from the very start. Florentin was picked as the winner and justified expectations when he unwound a long sprint in the last mile that landed him a winner by a half lap.

F. J. Hoffman, Ray F. Duer, J. R. Bunn and W. G. Furman were the old timers who got back in the game when the mile open for professionals was called. The quartet alternated in the pace until the bell when Gunn jumped. Furman had his wheel in a couple of kicks, however, and with Hoffman on the pair sailed by. Hoffman got the money by half a wheel with Gunn third. The same riders started in the two miles lap race. Duer took the first eight laps and Gunn led for the first two laps of the last mile. Furman tried to run away from Hoffman and the sprint netted him two laps. Hoffman came by with a rush, and although Furman tried hard he did not have the speed to sneak home a win, Hoffman winning by four inches. Duer was third. The two mile open lap for amateurs went to Robert Backrath. The summaries:

One mile motorcycle, against time—By P. J. Q. Derkum. Time, 1:13.

Five miles motorcycle, against time—By P. J. Q. Derkum. Time, 6:07⅗.

One mile novice—First heat won by Walter Bryson; second, George Smith; third, Harry Peterson. Second heat won by H. Graham; second, Ray Mattheur; third, Neil Simpson. Final heat won by Bryson; second, Smith; third, Peterson. Time, 2:33.

Five miles motorcycle, amateur—Won by Erwin Knappe; second, M. J. Graves; third, Frank Loge. Time, 7:16⅕.

One mile open, professional—Won by F. J. Hoffman; second, W. S. Furman; third, J. R. Gunn. Time, 7:51⅖.

Three miles, amateur—Won by F. Florentin; second, Robert Backrath; third, Joseph McNeil. Time, 7:51⅖.

Two miles lap open, professional—Won by F. J. Hoffman; second, W. H. Furman; third, Ray Duer. Time, 4:54⅖.

Two miles open lap, amateur—Won by Robert Backrath; second, Walter Bryson; third, George Smith. Time, 4:43⅖.

Motorcycle Events for Elkwood Park.

Three motorcycle races, one of them being the 10 miles F. A. M. Eastern District championship, will form a part of the program at Elkwood Park mile track, Long Branch, N. J., next Saturday, 18th inst. The other motorcycle events will be a 5 miles handicap for machines not exceeding 61 cubic inches piston displacement, and 3 miles open for machines of the same class. The bicycle events consist of the 5 miles National Cycling Association championship, a 2 miles handicap and a 1 mile consolation for professionals, a mile handicap, 10 miles open, and 1 mile for residents of Monmouth county, for the amateurs. Entries should be sent before Thursday noon to F. L. Valiant, Room 923 Tribune Building.

Butler Retires from Management.

Nat Butler has announced that he has retired from the Newark Velodrome Co. and that hereafter he will devote his time to racing, passing up his duties of associate manager and promoter. Butler was the president of the company which owns the new six lap track in Newark, and has a one-quarter interest in the concern. James F. Moran holds the same amount of stock and L. W. Bowen owns a half interest. It is not known who is the purchaser of Butler's interest, but it is understood to be a Newark man.

Atlantic City Road Race Postponed.

The 25 miles handicap road race which the Atlantic City Wheelmen had planned for the Fourth of July did not take place. Quite unexpectedly the Board of County Commissioners met three days before the day of the race and voted against allowing the county road to be used for the purpose. There is no known reason for their action. Manager Van Doren will attempt to hold the race next Sunday, 19th inst., just outside the county limits at Hammonton, N. J.

FIFTEEN THOUSAND SEE THE RACES

Quevillon and Schon Capture Handicaps at San Francisco Meet—Golden City Wins 30 Miles Relay Race.

Over 15,000 spectators witnessed the bicycle races and athletic games held at the Golden Gate Park Stadium, San Francisco, on July 4th, and as usual the former carried off the palm for genuine excitement. The two miles handicap brought out some close competition, P. Quevillon winning by inches from J. Coughland. The Golden City Wheelmen's team won the 30 miles relay. The five miles handicap went to J. Schon. Coughlin was second, and Mullin third. The summaries:

Two miles, handicap—Won by P. Quevillon, Central City Wheelmen; second, J. Coughland, Golden City Wheelmen; third N. Schon, Golden City Wheelmen; fourth, A. Daggatt, Bay City Wheelmen. Time, 5:05⅗.

Thirty miles relay race—Teams consist of six men each, riding five miles—Won by Golden City Wheelmen; second New Century Wheelmen. The Bay City and Century Wheelmen failed to finish. The Golden City team consisted of Jerry Coughland, Tom Mullin, F. Conan, A. Waterbury, M. Schon and John Coughland.

Five miles handicap—Won by J. Schon; second, John Coughland; third, T. Mullin; all of the Golden City Wheelmen.

Garden City Nearly the Whole Thing.

The Garden City Wheelmen practically made a cleanup of the races at Pleasanton, Cal., on July 4th. Carl Showalter was the particular star as it was through his efforts chiefly that the San Jose aggregation went home with the magnificent silver trophy offered for the team race, and in addition to this he won the three miles handicap. He was in a fair way to win the five miles handicap when a puncture put him out of the running. The summaries:

Five man team relay race (three miles)—Won by Garden City Wheelmen; second, Oakland Wheelmen.

Three miles handicap—Won by Carl Showalter; second, Willis Bryant; third, John Berryessa; fourth, Howard Waltz.

One mile novice—Won by Arthur Bernall; second, Willis Bryant. Time, 2:04.

Five miles handicap—Won by M. Brezoni; second, B. Brezoni.

Joe Fogler's "Double" at San Francisco.

Joe Fogler, the crack professional, has a double. He appeared in the bicycle races that formed a feature of the Thistle Club's games at San Francisco on July 4th. Joe Fogler, the amateur, finished second in the mile race, George Ellis beating him to the tape. The Howden brothers, Robert and William, shared the prizes in the two miles event.

INDIANAPOLIS WAKES UP AGAIN

Royal Athletic Club Promotes a Road Race —Smith and Shallenburg Each Get a First and Second Prize.

The Royal Athletic Club of Indianapolis placed that city on the bicycle map after a dormant period lasting several years, on Saturday last, 4th inst., when it promoted a bicycle road race. Ed. Smith and John Shallenburg, both of Richmond, Ind., were the big figurers of the day, Smith winning first time and second place prizes, while his fellow townsman got first place and second time awards. Smith started from scratch and Shallenberg for two minutes, their respective times for the distance of a little more than ten miles being 30:44 and 32:24.

Heavy rains had made the famous old Broad Ripple course heavy and slippery and it was indeed a fortunate rider that missed at least one fall. The worst cut up and bruised rider was Charles Traub, who spilled while dodging a buggy south of Broad Ripple. He fell across a barbed wire fence, but remounted and after another cropper finished seventeenth, taking a close one from Dawson. Just after crossing the tape both men fell. Traub was cut and bleeding about the left shoulder and both knees were badly slashed. All the riders were covered with layers upon layers of mud, and had it not been for the unusually large numbers, it would have been next to impossible to distinguish any of them. Only one rider broke his bicycle and he finished the race with one pedal.

The men got off well bunched and worked for places on the paved street north of the starting point at Thirty-fourth and Meridian. No falls occurred until the first hill south of Broad Ripple, where there were a number of bad ones. All the men were required to leave a check at Broad Ripple to show that they had covered the course. The course to the finish line was over a circuit-out route, but one which gave the riders a half mile of paved street upon which to sprint for the finish.

Shallenburg, the winner, finished 200 yards ahead of Smith. His time, 32:24, was good for the muddy course, considering that his bunch was not fast enough to pace him and he had to ride the race alone. Smith, the Richmond scratch man, was second in and he finished strong. C. Gustin was the first Indianapolis rider to finish, coming in third and making the third best time over the course. Bob Singer finished fourth, but was disqualified for cutting the course. The place went to Emil Sharp, the fifth man back. Following is the summary;

	Handicap. Min.	Time. M. S.
1—John Shallenburg...	2	32:24
2—E. Smith.....	Scratch	30:44
3—C. Gustin	2	32:19
4—Emil Sharp	4	36:09
5—Ray Lace	7	39:42
6—Ralph Brown	3	36:06
7—Wendel Hoffman....	5	38:07
8—Will Schober	2	36:45
9—Braddock Tacoma...	Scratch	32:46
10—C. Warwig.....	5	39:01
11—R. B. Bright.....	7	41:52
12—O. Thompson.....	4	39:11
13—P. Woodruff	7	42:12
14—W. Murphy	5	40:12
15—Fred Mexner	5	40:43
16—H. Jones	5	41:00
17—Charles Traub	3	40:16
18—J. C. Dawson.....	3	40:16½
19—W. Connor	1	38:35
20—Earl Lord	1	38:35
21—R. Maden	7	46:35

Welsh Runs Away with First Prize.

With a field of 41 riders, the largest in the history of bicycle racing in San Antonio, Texas, the 12 miles road race held over the Mission Loop course near that city on Sunday, 5th inst., was the most successful as well as the largest. A large crowd witnessed the race and cheered when Lloyd Welsh won the race in 32 minutes 35 seconds.

There was only one fault with the race, and that was the starting of the scratch men 30 seconds behind the 1:30 bunch, when they should have started a minute more than that behind them. The scratch men had hard luck all the way around for Madder broke a toe clip on the start and Saletino cut five spokes from Madder's front wheel. Harris got a puncture half way around, and furthermore Saletino refused to set any pace at all.

This left Madder and Harris, both cripples, to do all the donkey work, while Saletino enjoyed a sleighride until near the finish. Then he jumped and although Harris and Madder tried hard they were not as fresh as Saletino, the last named winning by a narrow margin over Harris, who led Madder home.

Welsh rode a splendid race. About two miles from the start he jumped away from his bunch and after that had everything his own way. The time made by the scratch men was 30:04, the record for the course being 28:50. The summaries:

1	Lloyd Welsh	4:00	32:35
2	Walter Wiles	4:30	33:05
3	Leo McKinney	4:30	33:14
4	Pablo Rodriguez	6:00	35:01
5	Tom Lockhart	4:30	33:32
6	Carl Moreau	4:30	33:33
7	Otto Urban	4:30	33:34
8	John Morgan	3:30	32:34
9	Eugene Major	1:30	30:35
10	George Kurtz	1:30	30:36
11	Albert Fest	3:00	32:07
12	George Knoll	7:00	36:32
13	Tomas Garcia	5:00	34:35
14	George Alves	3:30	33:06
15	Fred Fest	4:00	33:37
16	Hugo Jaeckle	4:30	34:24
17	Joe Saletino	scratch	30:04
18	Walter Harris	scratch	30:04⅕
19	Dick Madder	scratch	30:04⅖
20	Joe Gonzales	7:00	37:33
21	Eugene Riegel	3:00	33:46
22	Miguel Garza	7:00	37:50
23	Nicky Maffi	7:00	37:51
24	Stanley Abbott	1:30	32:22
25	Otto Loeloff	1:30	32:22⅕
26	G. Reimschissel	4:00	34:59
27	Pedro Vaca	5:00	37:06
28	Earl Biscomb	3:30	35:45
29	H. Andrews	4:30	37:12

COURT TO DECIDE MANASQUAN RACE

Second 48 Hours Team Race Results in Squabble—Prizes Held Up—The Contest a Slow Grind.

As the result of the 49 hours bicycle team race for amateurs which Monroe Wyckoy promoted at Manasquan, N. J., on July 3d and 4th, the prizes have been held up and the riders will go to court about it. This is the second time that Manasquan has been the scene of a disagreeable conflict this year, as the first 48 hours team race held May 29th and 30th ended in a row between the riders before the race was finished.

Six teams started in last week's race, which, as was the case with the previous affair, was held on the half mile dirt track of the Manasquan Park Speedway Association. The start was made at 9:16 p. m. Thursday, and the following teams started: Raymond Courtier, Belmar-Ralph Gant, Lakewoon; Raymond Voorhees-Roy Wyckoff, Manasquan; E. B. Hall-L. E. Hall, Lakewood; C. E. Lange-J. C. Miller, Newark; Otto Rogers-Alonzo Wallace, Bradley Beach, and Poland-Wagner, Bradley Beach.

So far as the grind goes it was slow and uninteresting. All the teams were even at noon Friday, having covered at that time 192 miles. Later in the day the teams of Gant-Courtier, Rogers-Wallace and Poland-Wagner had gained a lap on the field, and despite the efforts of each team they could not lose each other. Poland and Wagner had almost gained a lap at one time when a spill, caused by a slippery track, lost them the advantage gained.

Gant, Rogers and Wagner lined up for the final sprint Saturday night. In the dash for the tape Wagner got pocketed and Gant led Rogers across the line by six inches. The other riders were not satisfied with the result and they hastened to retain an Asbury Park lawyer to look after their interests.

Prior to the start of the long grind on Thursday afternoon a card of sprint races was held and these created more interest than did the 48 hours race at any stage of the game. The mile open brought about a close finish between Ralph Gant of Lakewood and Charles Nerent of New York City, the former winning by a few inches. Time, 2:29.

Rogers, of Bradley Beach, had sufficient steam to land the half mile open, with Gant a close second, the time being 1:08, which is not bad for a half mile dirt track. In the two mile open Rogers again showed that he has a sprint when he nosed out Nerent, the New Yorker, at the tape. Time, 6.28. The other events consisted of a five miles exhibition behind pace by Courtier in 12:05, and a mile motorcycle exhibition by Sanford, of Long Branch, in the slow time of 1:45.

GRAVES SLASHES 25 MILES RECORD

Many Good Contests at Los Angeles Motorcycle Meet—Derkum Butts in Offensively, but Ineffectually.

Los Angeles, Cal., June 28.—M. J. Graves, riding a single cylinder Indian, broke the 25 miles record at the Agricultural Park track near this city yesterday afternoon, when he covered the distance in 26 minutes 38⅗ seconds, lowering by 2 minutes 37 seconds the record of 29:15 made by Walter Goerke at Philadelphia October 5, 1907. It is too bad that time in this event was not taken mile by mile, or Graves would have to his credit the records from the twenty-first to the twenty-fifth miles. The meet, which was promoted by the Los Angeles Motorcycle Club, was one of the most successful ever held, although it did not draw more than 1,500 spectators. This is the smallest crowd ever at a meet promoted by this club, but it is due to the fact that the meet was held on a week day instead of on a holiday.

Only one disgusting performance marred the meet, and that was the action of P. J. Q. Derkum when the starters for the Risden Challenge Cup race were called to the tape. Derkum had won this cup at a former race meet when he was an amateur, and despite the fact that he is now a professional sent in his entry for the race of yesterday, which, of course, was not accepted by the committee. Despite this gentle turndown Derkum tried to make a grandstand play by making a speed to the grandstand when he had been ordered off the track.

It might not be out of place right here to throw some light on P. J. Q. Derkum and his manager, B. A. Fay. Shortly after the Los Angeles Motorcycle Club's race meet of February 22, Derkum and Fay started out on their vaudeville stunt of trying to get $1,000 appearance money, as has been detailed in the Bicycling World. Their first meet was held at San Bernardino, and from there they went north through California. They were gone about six weeks, and that experience nearly put the "attraction" on its last legs. Before going Derkum, it is alleged, said some very uncomplimentary things about the local club, while Fay, it is further alleged, departed in not very good standing financially with the club. Also they said that if the local club wanted their services they would have to pay $500 per event. The Los Angeles Motorcycle Club did not want their services at any price.

After returning from the north Derkum came around to the club and apologized, adding that he would ride at the next meet for $100. The club voted to not have professional riding of any sort, whereupon Mr. Derkum waxed very wroth and said he would "queer" the meet; that he controlled the press; that it was he and not the club that had been mentioned all over the world in the press dispatches. That night Derkum and Fay spent hours visiting the local newspapers, but to their chagrin next morning the papers came out ridiculing them both.

Derkum and Fay then tried to hire Agricultural Park the following day, offering $300, but the management sided with the club and another "turndown" resulted. When the tryouts for the races came, Derkum started in to train at the track and would not get off. On the day of the races Derkum started to go around the track, when he was hailed by a policeman and told to get off. Derkum's reply consisted of wiggling his fingers at his nose. On the second time around Derkum made a motion as though he intended to run the officer down while going at a mile a minute speed. The officer sidestepped in time, and when Derkum came around the third time he saw himself heading for the barrel of a loaded "44." His backbone seemed to ooze through and melt into thin air when he saw the revolver.



He left the track then, but when the meet started again appeared, but as a starter for some friends. When the event for the Risden Challenge Cup was called Derkum attempted to line up, but was ordered off, as stated. He retaliated by announcing to the grandstand that he had the cup and would not give it up unless it was won in competition from him. All during the meet Derkum was insulting in his remarks to riders of machines of a different make than his, and the audience was disgusted. Fay was sitting in the grandstand and during a lull rose to his feet and announced that Derkum would ride at Seal Gardens on July 4. The officials of the meet then told the crowd that they as a club had nothing whatever to do with the Seal Garden meet. The crowd hooted and jeered at Fay.

As if this was not enough of grandstanding for one day, Derkum after the meet took a position on the track and loud mouthly offered to ride against any rider on the track that day for $50, holding the money up. A stop was put to this in short order and Derkum and Fay left the track. It is not unlikely that Derkum will shortly return to his old job of shoveling coal in a Southern Pacific engine, as he and his manager have thus far made a complete failure of staging their "vaudeville attraction."

With the exception of this disagreeableness the meet was run off without incident. One of the funniest stunts seen in a long time was the pie-eating contest, in which the riders rode a mile, stopped and ate a half pie, rode another mile, stopped and drank a glass of water, and then rode a third mile. The pushers-off became waiters at the end of the first mile and rushed on the track carrying pies, which the riders attempted to bolt whole. With the dust of the track and the fragments of pie smeared over their faces, the spectacle was ludicrous, to say the least. J. H. Shaffer proved the champion pie eater and water drinker, but Knappe and Balke beat him to the final tape. The summaries:

Five miles, for fully equipped single cylinder stock machines—Won by M. J. Graves (Indian); second, C. Balke (Thor); third, Irwin Knappe (Indian). Time, 5:53⅘.

Five miles, for fully equipped multiple cylinder stock machines—Won by Balke (Thor); second, Fink (Peugeot); third, Risden (Indian). Time, 5:30.

Three miles pie-eating race—Won by Knappe (Indian); second, Balke (Thor); third, Shaffer (R-S). Time, 5:13⅘.

Five miles Club Challenge Cup, for members owning machines fifteen days prior to race—Won by W. G. Hoag (H. & H.); second, J. H. Shaffer (R-S). Time, 5:50.

Five miles Club Challenge Cup, for multiple cylinder machines—Won by E. E. Earhart (Indian); second, G. Blaylock (Thor); third, W. G. Hoag (H. & H.). Time, 5:09.

Five miles free-for-all, for singles—Won by Hoag (H. & H.); second, Balke (Thor); third, Hann (Merkel). Time, 5:40.

Five miles for multiples, limited to 40 cubic inches piston displacement—Won by Earhart (Indian); second, Blaylock (Thor); third, Balke (Thor). Time, 5:13.

Ten miles pursuit, for singles, private owners not connected with the trade—Won by Shaffer (R-S); second, A. Ward (Torpedo). Time, 12:24⅗.

Ten miles pursuit, for multiples—Won by Balke (Thor); second, R. Seymore (H. & H.). Time, 11:56.

Ten miles, for singles, stripped stock machines limited to 19.30 cubic inches piston displacement, private owners not connected with the trade—Won by Shaffer (R-S); second, Ward (Torpedo). Time, 12:25⅗.

Five miles trophy race, for multiples—Won by Seymore (H. & H.); second, Blaylock (Thor). Time, 5:50.

Five miles boys' race, for singles, private owners not connected with the trade—Won by Loge (Indian); second, Ward (Torpedo); third, Graves (Indian). Time, 7:11⅗.

Five miles against time, by W. G. Hoag—Time, each mile, 1:04⅖, 1:04⅕, 1:04⅗, 1:05⅗, 1:05⅖. Total, 5:24⅘.

Twenty-five miles free-for-all—Won by Graves (Indian); second, Balke (Thor); third, Seymore (H. & H.). Time, 26:38⅗ (record).

One mile bicycle exhibition—By Henry H. Wheeler. Time, 2:47⅗.

Fifteen miles for single cylinder machines, private owners not connected with the trade—Won by Shaffer (R-S); second, Ward, Torpedo; third, Johnson (R-S). Time, 19:03.

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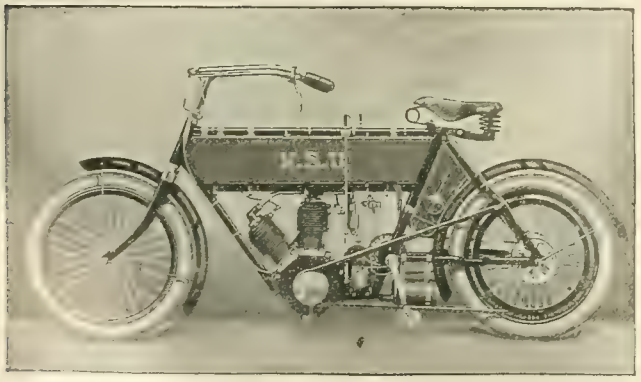
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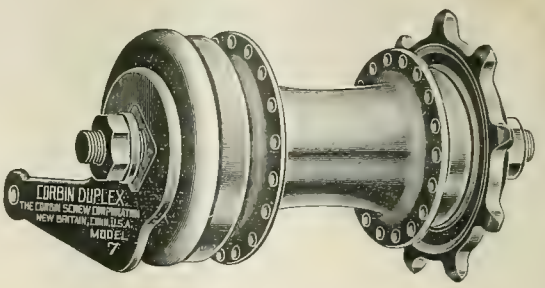
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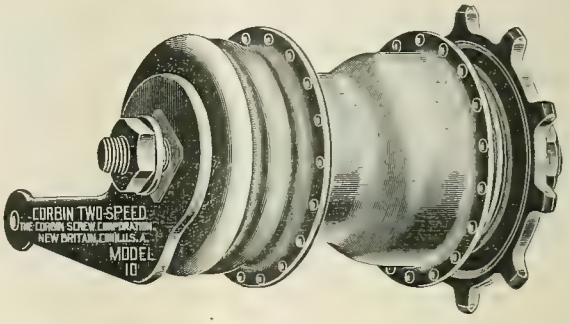
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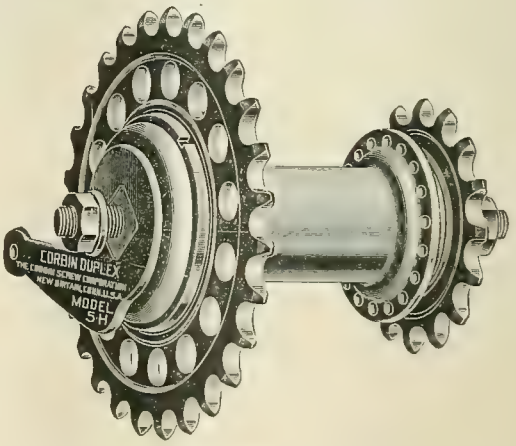
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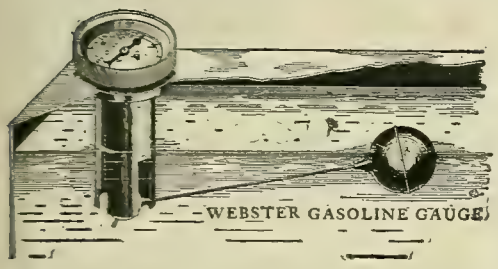
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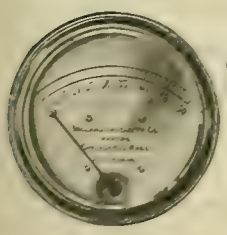
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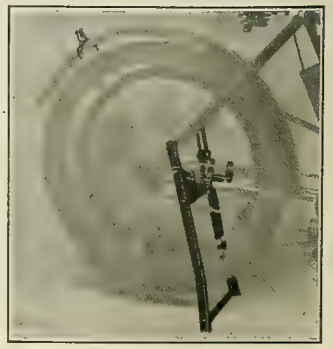
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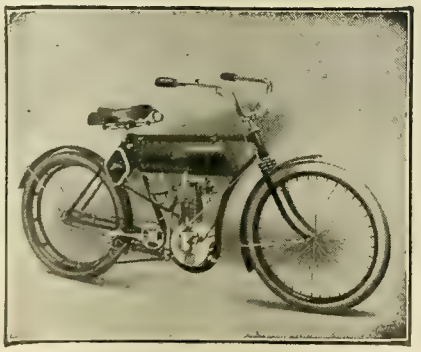
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F. A. M. Constitution and By-Laws.

(Continued from page 626.)

Sec. 7. No committee shall incur any expense without the approval of the Executive Committee.

Article III.

Transfers, Charges and Expulsions.

Section 1. Any member removing from one district to another may obtain membership in the latter district by filing with the Secretary notice of such removal; the Secretary shall notify the Vice-Presidents of the respective districts of such transfers, which shall not, however, alter the apportionment of any fees paid for the year current.

Sec. 2. Any officer or committeeman who shall be charged in writing by ten members with malfeasance in office or conduct prejudicial to the interests of the Federation may be suspended by the President pending investigation of such charges, a copy of which shall be forwarded to the alleged offender within ten days of its receipt. He shall be given twenty days in which to make answer. The evidence shall be submitted to the members of the Executive Committee and the chairmen of the National Committees. If found guilty the offender may be reprimanded, removed from office or expelled from the organization.

Sec. 3. In the case of any member of the Federation, not holding office, against whom similar offenses are charged in writing by five members, the procedure shall be the same, save that the investigation, evidence, etc., shall be taken by and judgment rendered by vote of the Committees on Membership and Legal Action.

Sec. 4. Any member who may have been expelled may be re-elected to membership by a two-thirds vote of the members present and voting at a regular meeting; but no such application shall be considered within two years of the date of his expulsion and until it shall have been recommended by majority vote of the members present at a regular meeting of the district in which his offense was committed.

Article IV.

Amendments.

Section 1. These by-laws may be altered or amended by two-thirds vote of those present at any regular meeting or any special meeting called for the purpose, but all proposed amendments shall be mailed to all members with the notice of such meeting thirty days in advance thereof.

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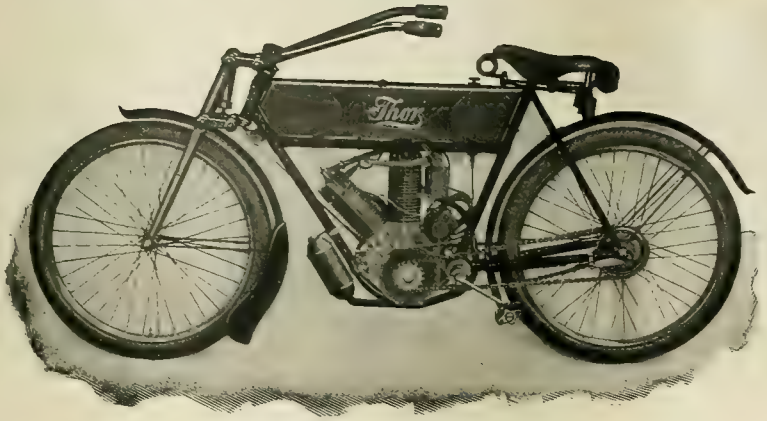
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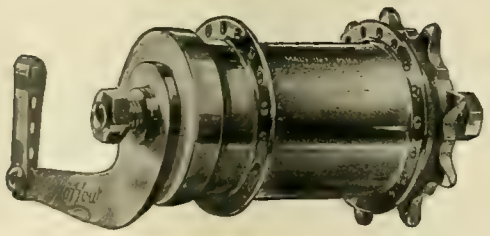
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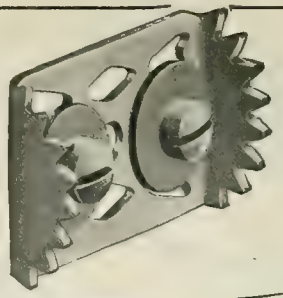
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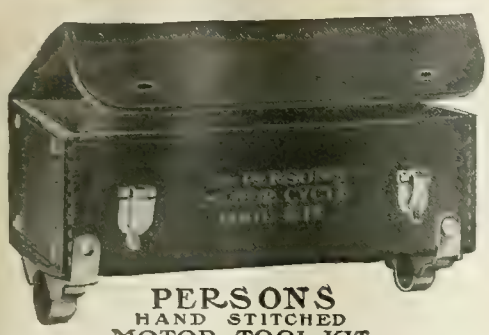
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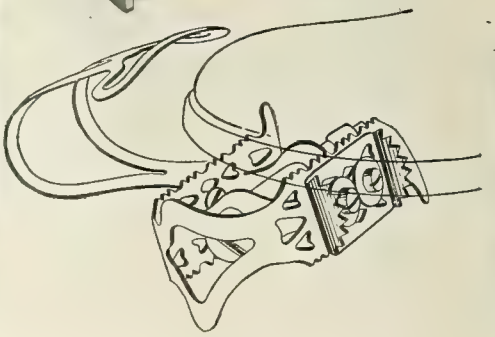
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THE PERSONS MFG. CO., Worcester, Mass.

Schrader Universal Valve.

(Trade Mark. Registered April 30, 1895.)



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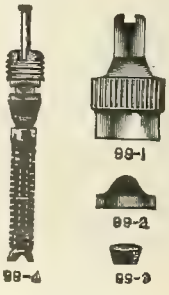
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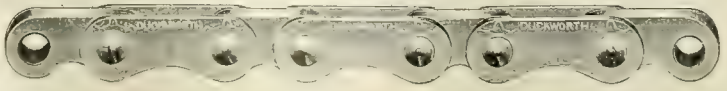
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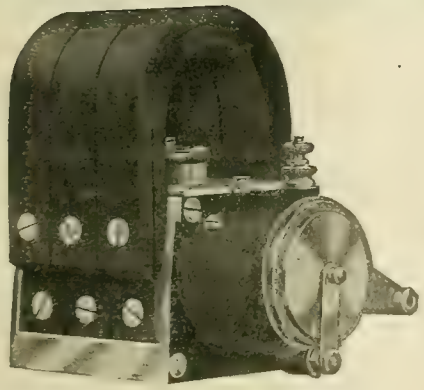
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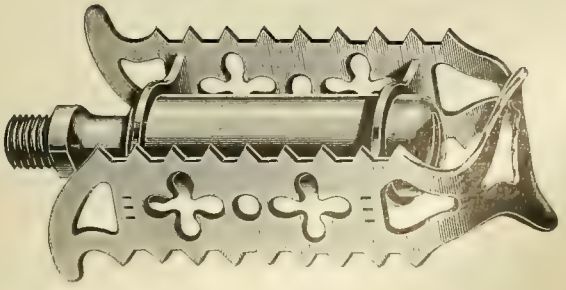
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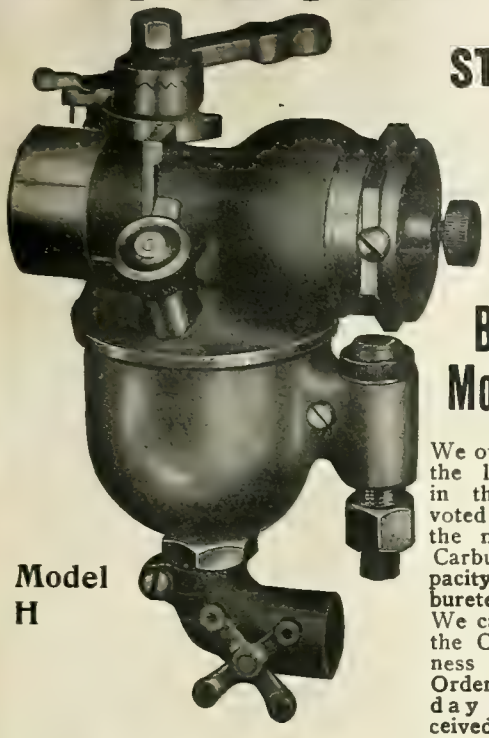
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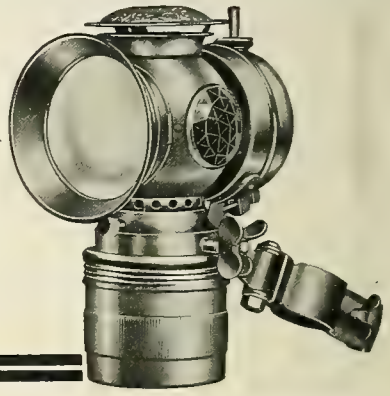
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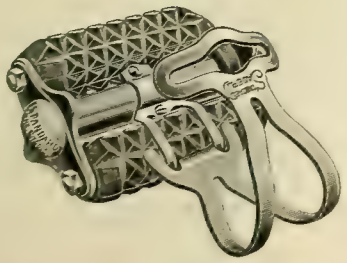
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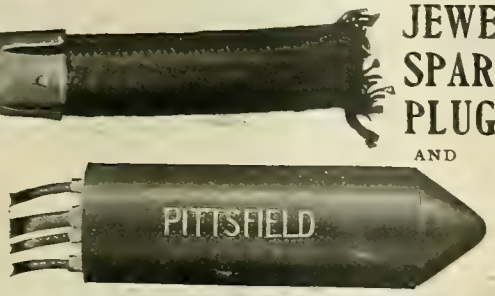
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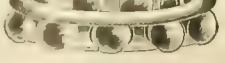
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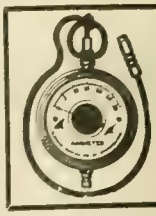
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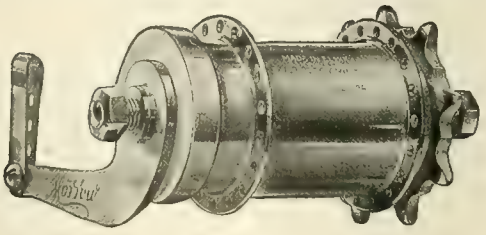
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F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, Ohio, representatives for Ohio and Michigan. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. F. L. BROWN, Mgr. Pierce Cycle Co., 1013 Clay St., Oakland, Cal., representative for the Pacific Coast.

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"Nothing Could Be More Satisfactory"



¶ A dealer writes:

"I have used one of the Morrow Coaster Brakes two years, and have given it some extraordinary tests; nothing could be more satisfactory. I have also sold a few in built-up wheels, and the extra good satisfaction that both the wheels and hubs have given, makes one glad to handle your goods."

¶ Morrowize your bicycle, too, and your fund of satisfaction will be as great. Giving satisfaction is a confirmed habit of the Morrow.

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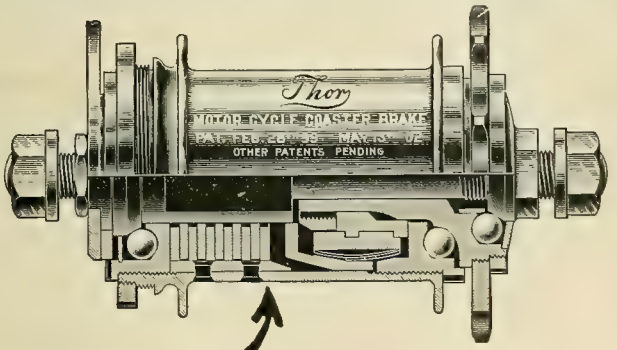
To Assemblers and Manufacturers of Motorcycles:

Thor **MOTOR COASTER BRAKES AND MOTOR FRONT HUBS**

are built on the same principles and designs as the well-known *Thor* Bicycle Hubs and Coaster Brakes. They are

QUALITY PRODUCTS

Note the **Friction Washers:** These give the *Thor* more braking surface than any other Coaster Brake on the market. Safety of the rider is the **vital point** of a Motor Coaster Brake





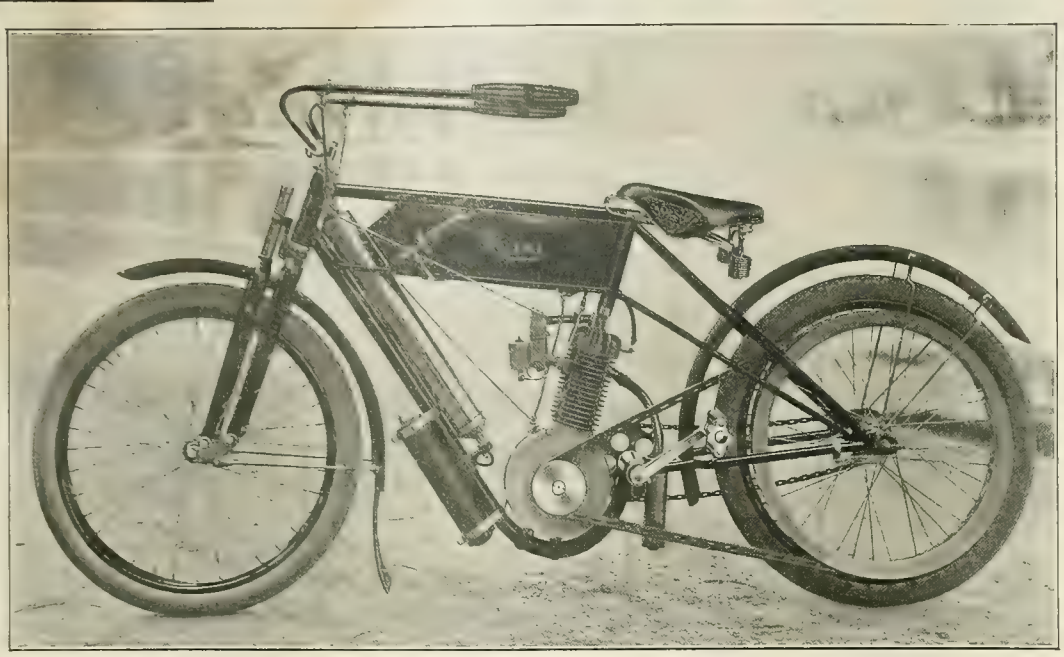
Note that the *Thor* Motor Front Hub is **Simplex design.** Ball races and shell **one piece,** giving **maximum bearing surface** for ball race.

We have other *Thor* Motor Component Parts, such as Compensating Sprockets, Seat Post Expanders, Hangers, etc., that may interest you.

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Aurora, Illinois

1909 The Royal Double Diamond 1909

RIDES LIKE A CAR

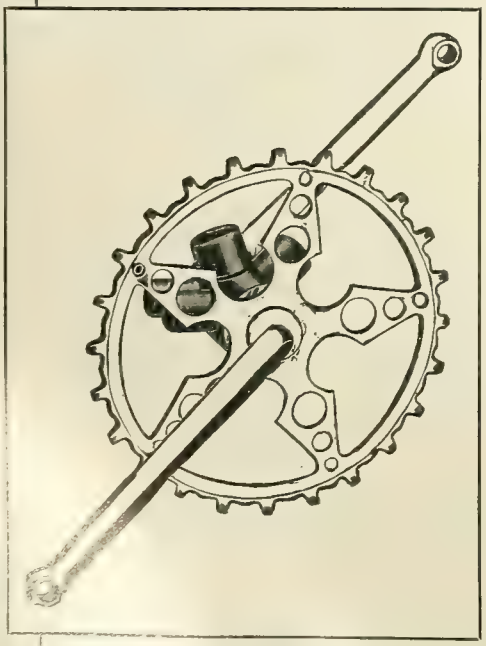


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in the bicycles he orders, merelely by specifying them. No high class manufacturer will refuse such high class equipment. In justice to himself and his trade, he cannot very well afford to refuse.

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Do you, as a dealer, realize the importance of pushing the sale of bicycles to children?

¶ When a child has once had a jackknife it can never get along without one, and when a child has had a bicycle, it will continue to ride as it grows up.

¶ The sale of a Juvenile bicycle almost always leads to the sale of an adult machine.

¶ Fay Juvenile bicycles are just what the children want—they are strong, rigid, easy running, and they are made on dainty lines, in proper proportions, and nicely finished.

¶ Dealers should take advantage of this business now. It's the vacation season and the children have more time for riding.

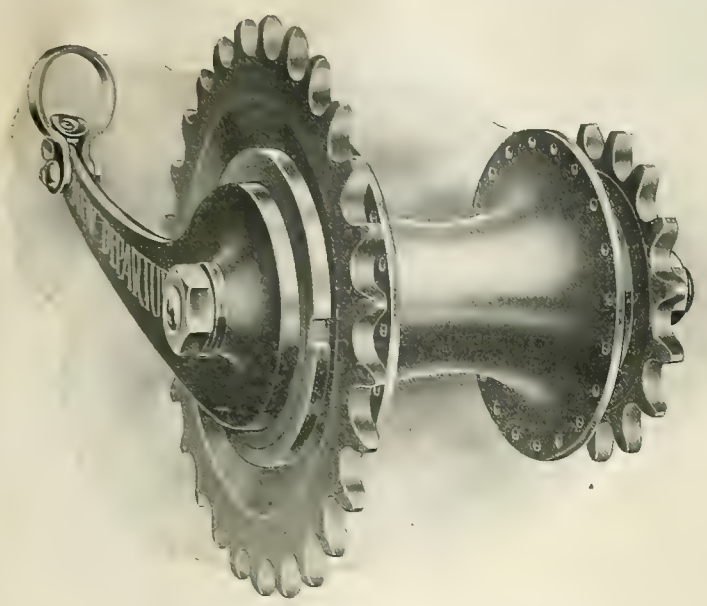
¶ We have a few special bargains in Juvenile bicycles which we are prepared to offer, subject to stock, at prices which will give you a little more than the usual liberal profit.

Order at once, or send for catalogue and information regarding summer bargain sale.

DEALERS WHO DO NOT RECEIVE OUR JUNE BARGAIN LISTS SHOULD WRITE AT ONCE

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TO F. A. M. RIDERS—INVESTIGATE



Model BB For Chain Drive

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and will have no other on their machines. There are reasons, and it will pay you to investigate them.

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THE NEW DEPARTURE MANUFACTURING CO., King Street, BRISTOL, CONN.

MOTORCYCLE SADDLE FOR BICYCLE RIDERS



PERSONS MOTOR SEAT No. 2

Motorcyclists are familiar with it and know its true worth and it has been found that as a saddle for

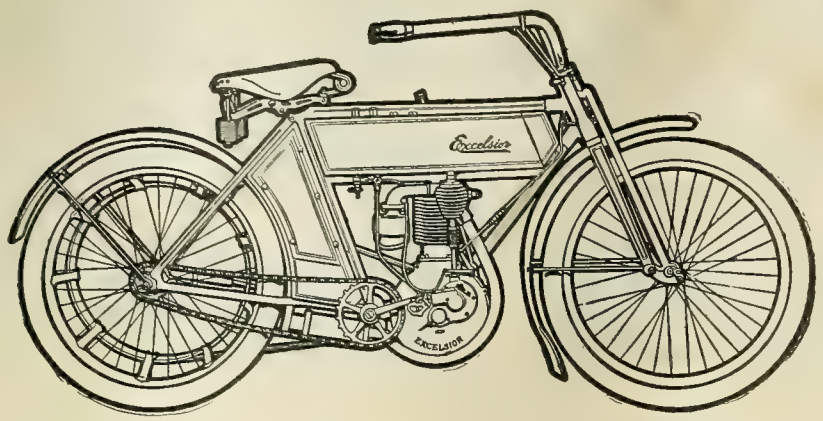
Heavyweight Riders of Pedal Propelled Bicycles

it is "just the thing." The heavy man requires more comfort and to obtain it must have something special, and this saddle fills that long felt want.

IT IS OF PERSONS QUALITY—ENOUGH SAID!

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THE PERSONS MANUFACTURING CO., - - - Worcester, Mass.



¶ To the casual examiner all motorcycles may look pretty much alike.

¶ The experienced user knows that the things that really count are on the inside.

¶ The EXCELSIOR AUTO-CYCLE is good inside and out.

¶ We claim and stand ready to prove our claim that in the Excelsior Auto-Cycle is both the best material and the best workmanship ever put in a motorcycle.

¶ Add to this CORRECT DESIGN and real practical improvements such as FREE MOTOR, LOW, COMFORTABLE SADDLE POSITION, POSITIVE GRIP CONTROL and a SILENT, VIBRATIONLESS MOTOR, and you have a machine that gives all the comfort and road qualities of a touring car at a cost of maintenance too slight for consideration.

¶ Write for our new catalog, M. C. 20.

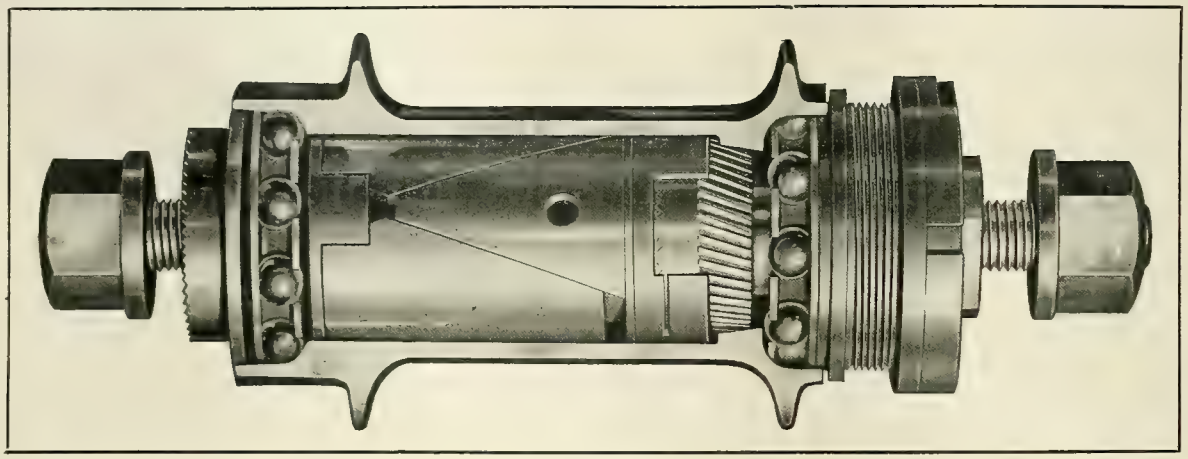
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It's Great—But Small

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The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A., Saturday, July 18. 1908 | No. 17

DE LISSER SURVEYS THE WEST

Makes Many Ajax Changes on His Trip—Motorcycle Tire to be Pushed—His Observations.

Just returned from the Pacific Coast, with fresh impressions and some unusual observations on business conditions, Horace De Lisser, president of the Ajax-Grieb Rubber Co., of Trenton, N. J., takes a very healthy and satisfactory view of the outlook, seasoned with some little surprises in what he saw. His trip took in everything from Seattle to Los Angeles and all the principal places en route.

In San Francisco general business is still dormant, he found, the banks preferring to lend money on building operations, which are very extensive. As the street conditions improve the demand for bicycles increases accordingly. The whole coast is enjoying a fair demand for both bicycles and motorcycles, and mere cheapness is not the consideration in influencing purchase that it was at one time, the demand being for the best grades of both machines and accessories.

With the exception of the flooded district in Kansas, bumper crops are general in the agricultural sections, with a corresponding local prosperity in every instance. The Western farmers give every evidence of an unusual affluence this fall, and many dealers who have cultivated their trade look forward to a large sale of both bicycles and motorcycles during the next few months.

The tire business he found in very good condition, and to aid its development so far as Ajax tires are concerned, he left a number of changes in his wake, which are to take effect almost immediately. Among these is the bringing to New York of Harold Stimson, manager of the Seattle branch, who will become assistant to the president at the New York office, having immediate charge of the branch houses, of which there will shortly be ten. Frank Lumsden, formerly of the Ford Motor Company, succeeds Stimson as manager at Seattle. George Packer, formerly of the Scott Tool & Supply Co., has been appointed manager of the Denver branch. A new branch in Kansas City will shortly be established on Grand avenue, and this will be in charge of a prominent tradesman of that city with whom negotiations have been practically closed. Still another branch will be opened in Philadelphia, the exact location of which has not yet been decided upon.

As a result of his observations, De Lisser has set about hastening the production of the new motorcycle tire which the company has been testing out for some time before putting it on the market. The new tire, which will be disclosed in the near future, will complete the Ajax line so that it will cover not only bicycles, but the motor propelled machines as well.

Coffman Pushing Package Cars.

With a view to introducing the new tricycle package car of the Consolidated Mfg. Co., Toledo, O., into the Metropolis and to placing the agency in able hands, A. B. Coffman, the sales manager of the concern, came to New York recently and immediately commenced to set his campaign in motion. After looking the field over he has selected F. A. Baker & Co. as the metropolitan agents and has started an advertising campaign in the subway cars as a means of interesting merchants and others in his solution of the light delivery problem.

As a method of testing conditions, Coffman undertook some personal solicitation and found that although the idea is more or less new to many, it does not take a great deal of persuasion to make them see its advantages, a number of good sales resulting, including orders from several of the large department stores for quantities.

Agencies for the package cars are to be placed in all the principal cities and Coffman is on the lookout for good active representation.

PROGRAM FOR ATLANTIC CITY

Associations Announce the Plans Decided Upon—Business Interspersed with Entertainment.

Arrangements for the big trade meeting in Atlantic City, N. J., which is to be held on August 5, 6, and 7, have been completed by the committee in charge to a point where the program can be officially announced. Including as it does the Cycle Manufacturers Association, the Cycle Parts and Accessories Association, and the National Association of Bicycle Jobbers, the meeting is one of great importance to the industry and every effort is being made to assure as complete an attendance of the membership of the various associations as possible and to the devising of a program which will be satisfactory to all the interests concerned.

Not only will each association have its preliminary committee meetings on August 5 and its general meetings on the 6th, but a joint session of all three bodies is scheduled for August 7, in the large meeting room on the ground floor of the Hotel Dennis. On the social and entertainment side the program provides for a six team bowling contest, a big theatre party, an after-theatre collation in the grill room of the Hotel Shelburne, and a sailing or yachting expedition. The theatre party will be at the Apollo, where Victor Moore is playing in George M. Cohan's play, "The Talk of New York." The seats will be all together in one big block, and the general public will find the theatre practically taken possession of for one night by the representatives of the bicycle industry and the ladies that are with them.

The manifold attractions of Atlantic City will also give everybody free scope in indulging whatever forms of entertainment or recreation they may choose personally, while the presence of so many "big" men

in the trade will facilitate the work of those who have come for strictly business purposes in getting into touch with those whom they desire to see.

The committee in charge of the arrangements for the Cycle Manufacturers Association consists of Harry Walburg, of the Reading Standard Co., and J. F. Cox, of the Pope Manufacturing Co., while for the Cycle Parts and Accessories Association the committee consists of W. J. Surre, of the Corbin Screw Corporation; Dave Troxel, of the Troxel Mfg. Co., and Ralph D. Webster, of the Eclipse Machine Co. These committees, acting jointly in conjunction with representation from the National Association of Bicycle Jobbers, prepared the program, which is as follows:

Wednesday, August 5th.

10.30 a. m.—Meeting of committees.

8 p. m.—Bowling contest to consist of two teams each from the Cycle Manufacturers' Association, Cycle Parts and Accessories Association, and the Jobbers' Association, each team to consist of five members.

Thursday, August 6th.

10 a. m.—Meeting of the Cycle Manufacturers' Association, Hotel Dennis Committee Room B.

10 a. m.—Cycle Parts and Accessories Association at Hotel Dennis Committee Room A.

2.30 p. m.—Meeting of the Jobbers' Association Hotel Dennis Committee Room A.

8 p. m.—Theater party at Apollo Theater, where all will see Victor Moore in Geo. M. Cohen's latest success, the "Talk of New York." Immediately after the performance a collation will be served in the Grill Room of the Shelburne Hotel.

Friday, August 7th.

10 a. m.—Joint meeting of the Cycle Manufacturers', Cycle Parts and Accessories, and Jobbers' Association in large meeting room on ground floor of the Hotel Dennis.

2 p. m.—Sailing party. Parties that intend to go sailing please advise Mr. Walburg or Mr. Surre not later than 10 a. m. Friday morning.

While the meetings will be held at the Hotel Dennis, the Hotel Shelburne will be the official headquarters of all three associations, but accommodation for the members will also be available at the Hotel Dennis and the Hotel Pennhurst. Owing to the crowded condition of Atlantic City during the month of August, those who fail to make the proper arrangements in advance are likely to experience difficulties and it is therefore the recommendation of the committees that those intending to be present at the sessions should write as early as possible to whichever hotel they may select, making reservation for themselves or their parties. Also it is desired by the committees that they be advised as to what representation the various concerns will have.

POPE RECEIVERS' JUNE REPORT

Statement for the Month Under the Connecticut Receivership—The Figures Given in Detail.

The June report for the receivers of the Pope Mfg. Co., in Connecticut has been filed with the clerk of the Superior Court in Hartford. The cash balances in the banks and in the office total $587,338.47, with some $109,000 outstanding, while the accrued liabilities of the receivers have amounted to $48,117.47.

The detailed statement follows:

Balance in banks and cash in office, May 31, 1908		$422,261.64
Cash Receipts for June, 1908.		
Receipts from collection of accounts and notes receivable of Pope Mfg. Co.:—		
Hartford accounts		$831.18
Westfield accounts		445.58
Hagerstown accounts		2,220.37
		$3,497.13
Receipts from sales by receivers.		$254,163.49
Receipts from deposits by customers on orders for automobiles		3,985.00
Interest Received:—		
On notes receivable	$1.00	
On bank balances	2,258.00	
		$2,259.00
Rental from Thompsonville factory		100.00
Refund of special advances		7.14
Returned insurance premiums		7.76
Misc. items of income		23.00
Receipts from and for account of receivers:—		
In Massachusetts	$1,148.95	
In Maryland	180.88	
In Illinois	1,050.00	
Pope Motor Car Co., Toledo	3.93	
Pope Motor Car Co., Indianapolis	81.33	
Federal Man. Co.	8.15	
	$2,473.24	$266,515.76
		$688,777.40
Cash Disbursements for June, 1908.		
Refund of deposits received on misc. undelivered orders		$3,672.62
Receivers' expenses and payments for purchases:—		
Payrolls factory and office		$44,650.45
Misc. and selling expenses		794.95
Material and supplies		47,480.80
		$92,926.20
Receivers' fees:—		
Albert L. Pope		$500.00
George A. Yule		500.00
		$1,000.00
Payments in settlement of accounts with:—		
Receivers in Mass.	$933.47	
Rec. in Maryland	2,530.44	
Rec. in New Jersey	263.77	
Rec. in Toledo	56.84	
Rec. in Indianapolis	55.09	
	$3,840.11	$101,438.93
Balance in Am. Nat. Bank	$325,263.84	
Balance in Phoenix Nat. Bank	260,126.52	
Balance in First Nat. Bank	266.19	
Cash in office	1,681.92	
		$587,338.47
Accrued Liabilities of Receivers:		
For materials, supplies and miscellaneous expenses		$45,846.69
For payrolls, factory and office.		2,270.78
		$48,117.47
Balances due receivers of Pope Mfg. Co. and Pope Motor Car Co., from other districts		624.57
Accounts receivable from sales of receivers May 31, 1908, per last report		181,997.15
Sales of receivers for June, 1908.		201,700.55
		$383,697.70
Less cash collections for June, 1908	$254,163.49	
Deposits credited to accounts receivable, cash discounts and miscellaneous contra accounts	30,246.05	$284,409.54
		$99,288.16
Balances due from receivers of Pope Mfg. Co., in other districts of receivers of Pope Motor Car Co. for transfer of merchandise and supplies, and advances for expenses		$9,801.02

President Dale Dies Suddenly.

Charles H. Dale, president of the Rubber Goods Mfg. Co., which controls among other concerns the Hartford Rubber Works Co., the G & J Tire Co., and Morgan & Wright, died suddenly at his home in Larchmont, N. Y., late this week. He had been in poor health for some time, but his death was unexpected.

Rising from a wandering and adventurous youth in the West to the head of the so-called rubber "trust," his career was in many ways remarkable. After engaging in the rubber business his ability brought him to the direction of the affairs of the Peerless Rubber Co., of Cleveland, where his showing in putting the concern on a highly profitable basis resulted in his call to larger fields.

Simple and rugged in manner, despite his wealth, Mr. Dale was a man of wide, though unostentatious philanthropies. His helping hand has been felt by many men in the trade, who owe their success to his aid, as it was his pleasure to assist younger men up the ladder that he himself had climbed from the lower rounds.

Western Trade Likes "Armless Wonders."

A. J. Musselman, of the Miami Cycle & Mfg. Co., Toledo, O., has come from a Pacific Coast trip which included visits to all the principal bicycle and accessory jobbers. He reports an excellent reception for the Musselman "armless wonder" coaster brake in the West.

A twin cylinder, 2½ horsepower motor bicycle weighing 90 pounds has been brought out in Great Britain.

PROBLEMS OF THE GAS TURBINE

Difficulties They Present and Results of Efforts to Meet Them—Piston Motors are not Threatened.

In connection with the rapid commercialization of the steam turbine in the installation of large power plants, the old question as to the possibility of arriving at a proper solution of the problems attending the development of the gas turbine of the internal combustion type is constantly arising. It is only two or three years since Dugald Clerk, the eminent British gas engine expert, declared that from the present standpoint, the gas turbine must be regarded as a practical impossibility. That some of these difficulties are being overcome, and the practicability of this type of motor growing in prospect, is almost a certain consequence of the great amount of energy which is being devoted to it.

The two chief difficulties which have beset the path of the gas turbine designer hitherto are those arising from the exceedingly high temperatures engendered by burning the gas under compression, and the high speeds necessary between the moving elements in order to secure a proper working efficiency when the gases are being cooled by expansion. In fact these two obstacles alone, are by many engineers considered sufficient in themselves to block the ultimate development of the gas turbine to a point of commercial utility. The inventor is thus between two horns of a dilemma.

"If by expansion he cools his gases to a point where they can be applied satisfactorily for driving the moving parts, they attain speeds far too high for efficient utilization; if, on the other hand, he seeks to reduce the speed by successive expansions of the gases, he obtains in the first stages of this process temperatures too high. One solution of this problem is to lower the temperature of the gases by mixing with them other cooler gases, thus securing a stream of working fluid of greater mass, but lower temperature. In this way both the excessively high temperatures and excessively high velocities may be avoided, but, of course, with a sacrifice in efficiency as stated by the laws of thermo-dynamics.

"One who had aided much in the experimental development of the gas department was M. R. Armengaud, who, before his death, had constructed turbines of this type with outputs up to 300 horsepower. In these the principle just alluded to, of admitting cooler gases to the products of combustion, was utilized. Since his death the work has been carried on by Mr. Alfred Barbezat. The difficulty of finding a material to resist the high temperature reached in the combustion chamber and the erosive action of the hot gases in their passage through the expanding nozzle has been met partially by the use of carborundum. The chamber and the nozzle are lined with this material, and it is backed with a soft packing of asbestos to allow for expansion. When the turbine is in operation this lining becomes sufficiently hot to ignite the fuel as it is forced into the chamber.

"Another problem met in this work was to secure an efficient supply of compressed air. Since the burning of the fuel in the combustion chamber produces a high pressure, both it and the necessary air must be forced into this chamber against this pressure. When a liquid fuel is employed there is not much difficulty, but it is more troublesome to supply the necessary air, and when an excess of air is used in order to lower the temperature of the issuing gases, additional work is thrown upon the compressor. The compressor now in use is of the multiple turbine type designed by Rateau, it being thought that, since in a turbine the object was to get away from reciprocating mechanisms, the use of a reciprocating air compressor would be absurd, as a complete turbine unit should consist of rotary mechanisms only. . . . .

"The efficiency obtained by the latest machines, which were rated at about 300 horsepower, is said, by Mr. Barbezat, to be not so high as that of reciprocating gas engines. It is to be regretted that he could not give definite figures; but these are promised later. This statement has no reflection upon the gas turbine and merely indicates its present stage of development. Better results may be expected, and some of the losses now taking place will be avoided. It is interesting to note one method at present adopted for this purpose. It has been found necessary to cool, by means of water jackets, the combustion chamber and the expansion nozzle and perhaps other portions of the turbine. The water thus heated is forced into the combustion chamber, where it is converted into steam, with a consequent lowering of the temperature of the driving gases, and thus lightening the work of the air-compressor, which otherwise would be required to supply a much larger volume of air.

"Perhaps one of the greatest drawbacks to this type of prime mover is, what may be called by analogy, its low power-factor. This is due to the necessity for an air compressor which absorbs about half the total power of the turbine proper. That is to say, a gas turbine with an output of 300 horsepower actually develops about 600, 300 of which is necessary to drive the compressor. This 300 horsepower, utilized by the compressor is not, of course, lost. It is merely negative work in the compressor and positive work in the turbine. It represents, as it were, 50 per cent. of the total power of the turbine circulating between it and the compressor, neglecting, of course, losses; and consequently the turbine itself has but half the rating it would have were not this condition present."

PREVENTION OF OVERHEATING

How Motor Temperature is Affected by Gear Ratio — Care Required in Making Changes.

Overheating troubles have ceased to be the rule with motorcycles of modern build. At the same time difficulties of this sort are by no means unknown, even with the best machines constructed, while with machines which are faulty in certain respects, it becomes more or less prevalent. Supposing the motor to be properly designed and of correct power, considering the weight and gearing of the machine, heating troubles may be charged directly to the rider.

As is perfectly well known, they arise from improper carburation, that is to say, from running with too rich a mixture; from the use of improper oil, or not sufficient oil; from a choked or too closely muffled exhaust; or from deposits of carbon in the cylinder caused by excessive use of oil or oil of impure quality.

At the same time, it should be understood by manufacturers and by those who contemplate alterations to their machines in any way, that the tendency to overheating in a motor is very largely determined by the conditions under which it works, entirely apart from the care which it receives and from the method employed in driving it. The more important of these conditions have been set down under three heads by a foreign expert, as follows:

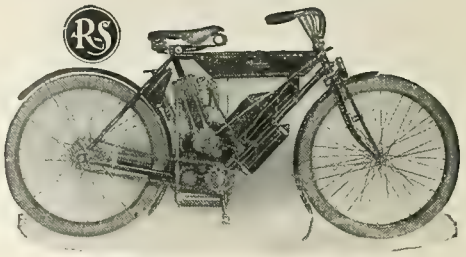
"(a) The ratio of gearing adopted under any given circumstances should be that which does not impose any serious reduction of the engine speed from the normal. When, as on a hill, the speed of the machine (and consequently the cooling effect) is reduced by increase of gearing ratio, the latter must be such as to permit of maintenance of normal engine speed on a reduced (throttled) fuel charge.

"(b) The compression ratio should not exceed that degree which, at maximum throttle position, will produce a temperature of explosion the effects of which are capable of being efficiently (as below) dealt with by the cooling arrangements.

"(c) The minimum radiating surface allowable should be regarded as that which permits of the rate of radiation at normal working speeds equaling that of heat transmission through the walls at a temperature in the latter below that which is required to effect pre-ignition."

In other words, it is important that the motor and the machine should be so related by the gearing of the transmission, that the former may do the greater part of its running at the speed for which it is best adapted. This consideration, while it does not ordinarily concern the rider, must be taken into account when the gearing of the machine is to be changed, or when it is desired to employ a two-speed gear.

Again the R-S Proves Its Worth!



BUILT AND TESTED IN THE MOUNTAINS.

Every R-S entered in the F. A. M. Endurance Contest easily negotiated the rough and mountainous roads in the Catskills and all but one reached New York on time. Of the 3 R-S machines which finished in the run

A PERFECT SCORE—1000 POINTS

was made by one, while the other two made 982 and 975 points, respectively. Not a single machine developed any weakness or defects of any kind attributable to the machine or its construction. Throughout the run R-S machines performed splendidly and consistently, as might be expected of "AMERICA'S BEST."

The highest quality material and perfect workmanship make the R-S what it is—

The Standard Motorcycle of the World

Every machine entered in this run was strictly a stock machine, not special; your money buys the same machine.

We solicit first-class, progressive agents. We are large advertisers and refer all inquiries from their districts to our agents. WE SUPPORT THE AGENT. WRITE US.

READING STANDARD COMPANY, Reading, Pa.

MAKERS RENOWNED READING STANDARD BICYCLES.

A plain tale simply told.



AJAX TIRES

have made good by being made better than the average tire and by being sold on a full "value received" basis.

¶ You can build for the future and profit now by tying up to a trustworthy tire—the Ajax.

¶ May we send you our proposition—now?

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

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FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 18, 1908.

Strength of Cycle Competition.

It used to be said that cycle racing was a dead, or at least a dying issue; that its interest had been absorbed by constant repetition; and that the future held little or no place for it. Later, there was talk of a revival of cycle racing interest, and it was held that in some mysterious way the ghost of a neglected pastime had been brought to life. The absurdity of both these notions is known only to those who have followed the course of racing events closely.

The present strength of cycling enthusiasm, particularly as applied to racing matters, is not to be denied. But it is important that it should be recognized, not as the renewal of something which had fallen into decay, but the upbuilding of a sport which languished for a time, chiefly through lack of energy among its promoters and consequent diversion of public interest to other affairs.

As a matter of fact, it is several years since public attention has been drawn as strongly toward the bicycle as a weapon of competitive sport as it has during the present season. A climax was reached on Independence Day, when as recorded in these columns, no less than twenty-one distinct meets took place in different parts of the country. Still others, occurring in places too remote for the news to reach New York in season for publication at that time, are recorded this week. In other instances, events of purely local interest were held, accounts of which have not reached the outside world.

In every quarter there is talk of bicycle racing and motorcycle racing. New tracks are being built, "features" of one sort or another are being planned weeks and even months ahead, and most important of all, that great barometer of public sentiment, the daily press, is at last awakening to the fact that cycling contains an element of racing interest for its readers.

As a matter of fact, no single new element is responsible for the present attraction of the bicycle race. The motorcycle has added records for speed, a new element in its mechanism, and new combinations and possible combinations to which the idea of competition may be applied. But it is nothing more nor less than a bicycle, after all, and as such it is aiding in spreading the story of the bicycle race. This is a world of "fans," and their allegiance is placed with the sport which gives them the biggest chance for suspense and speculation as to the outcome. This quality of chance is strong in the sport of cycling. It offers ample opportunity for variety, for action and for stiff battling for victory. Therein lies the strong grip it always has held on the public—a grip which relaxed only for a time, under the influence of an impression that its possibilities had been exhausted.

Neglect of Business for Mechanics.

Too many bicycle and motorcycle dealers are poor business men and do not know it. That there is a science or skill in business affairs they may admit in a general way, but so far as their own business is concerned they cannot see but what they are running things all right and doing just as well as anybody else would do in the same situation. But there is not a small establishment anywhere but what could be taken by some men and by sheer enterprise and ability be enlivened into a big business, paying ten times the profit with less worry, work and hardship to the proprietor.

It is a common impression that mechanical skill and business ability do not go together. That the rule is invariable has been disproved by examples such as George Westinghouse and thousands of other men who combine both. Nevertheless it is true that the man with a taste for mechanics and the capacity for business is apt to lean to the former which is an attractive phase of science. This explains why many a man is in the back room of his place looking for a leak in a tire or an ignition circuit when he ought to be at his books looking for a leak in his business. A helper could probably find the tire or electrical leak, but a business leak is a different thing and needs the proprietor's attention.

The same thing accounts for the dealer who could name and identify each and every part of the machines he handles, but could not tell his repair department profit from his merchandise profit at the end of the year. Annual inventory, trial balances, division of costs and overhead expenses, cash accounts, depreciation write-offs, and all the other methods of making clear just how the business is going and where its weaknesses are, which big concerns find so vital in the conduct of their affairs, seem like too much fancy bookkeeping for a man who is busy enough, goodness knows, as it is. Besides, in his opinion, his business is not so big but what he knows about where he stands. It is costly blindness.

Imagination is necessary for big business success. Let the indifferently successful dealer try his imaginative faculties by assuming that he has at his command a $10,000 a year sales manager, a $5,000 a year accountant, a $2,000 a year store clerk, a $1,000 window trimmer, and a $10,000 advertising man. What would these men, all cracker-jacks in their lines, propose doing? The first answer might be that it would be sure to be something much more expensive than the business could stand. But would there be no suggestion the sales manager, or the accountant, or the stock clerk, or the window trimmer, or the advertising man could make that would help? If it is possible that each might contribute in making the business successful, it remains to guess at what their ideas would be and how they would carry them out.

The distinction between the dealer who potters at repair work a large part of his time and the dealer who spends the hours keeping his books intelligently, watching his stock and inventing ways of getting orders, and more orders, is that the former is disposing of his life as a low priced mechanic while the other is in the field as a merchant, with the merchant's opportunity of increasing and multiplying his transactions to a point that brings riche-

CORRESPONDENCE

President Ovington Pledges Himself.

Editor of the Bicycling World:

In view of my recent election as president of the Federation of American Motorcyclists and especially as I am connected with the trade, I wish to make a general statement with regard to my future policy before taking up the duties of my new office.

I am fully aware of the fact that on account of my trade connections I shall be open to much adverse criticism which I might otherwise escape, but I am prepared for this criticism and it shall not prevent me from doing my duty as I see it. The very fact that I am in the trade will make me doubly careful to see that every move is beyond criticism.

I take this opportunity to ask why should not a trade member of the Federation hold office? The F. A. M. needs men who will work for its benefit and work hard. Is not a man connected with the trade in a better position to spare the necessary time to do justice to his office than one who is not so connected? Looked at from a strictly selfish standpoint the trade member feels that in devoting his time and attention to pushing forward the standard of the F. A. M. he is thereby aiding the motorcycle movement in America and indirectly helping himself. The very fact that the trade member is financially interested in the popularity of the motorcycle should make him all the more desirous of aiding the movement.

The Federation needs men who are intimately connected with the development of motorcycling in America, and is not the member in the trade more intimately in touch with this development than the member who simply rides a motorcycle as a pastime? Other things being equal, given two men, the one being interested financially in a given undertaking and the other interested in it only as a pastime, I am sure you will agree when I say the former will render the better service. Please understand that I am not depreciating the enthusiasm of the office holder not connected with the trade, but I do say that the trade member holding office may have every bit as much enthusiasm as a non-trade member and have an interest from a pecuniary point of view which will add to, rather than detract from, his exertions to benefit the cause.

I am fully prepared in my new office for a good deal of hard work and very little thanks. My predecessor set a magnificent example as regards devotion to the development of motorcycling in America and I shall use all of my powers to carry on the good work to the satisfaction of all concerned. In my new office I shall shrink from nothing that I consider my duty. In all of my actions I shall subjugate self interest and the interest of my business to the welfare of the Federation of American Motorcyclists. There is a wonderful future ahead of our F. A. M., and it shall be my duty and pleasure during the coming year to render all the aid which lies in my power to the upholding of its standard.

EARLE L. OVINGTON,
New York City.

Interpreting Callendar's Formula.

Editor of the Bicycling World:

We wish to inquire as to the method of figuring the winner in an engine displacement handicapped road race. The arrangement that was made in the race was to figure, as we understood from one of your issues, the time multiplied by the engine displacement and then divide by the total weight of rider and machine.

Rider No. 1 covers the course in 15 minutes and 4½ seconds; displacement of engine 26.845; weight of rider and machine 345 pounds.

Rider No. 2 covers the course in 16 minutes and 44 seconds; engine displacement is 19.304; weight of rider and machine 300 pounds.

Which of these takes first place?

NEBRASKA CYCLE CO.,
Per Geo. E. Mickel.

[Rider No. 2 takes first place, since he has the lower of the two scores. By reducing the time to seconds, multiplying by the piston displacement and dividing by the combined weight of the rider and his mount, in each case, the resulting scores are found to be 703.8 and 64.6, respectively. A source of possible confusion is the fact that in some instances the Callendar formula has been used in the "inverted" form, that is to say, instead of dividing the product of time and displacement by the weight, the weight is divided by the product of the time and displacement. In this case, the higher score would win. If the example in question is worked out in that way, however, it will be found that No. 2 still holds the winning figure.]

Who Has These for Sale?

Editor of the Bicycling World:

I would like to know through the columns of the Bicycling World where I can get the following articles: Pedal straps; leather handle bar covers; canvas tire covers for 1⅜ bicycle tire; bicycle racing suits, also a spring balance for the front fork.

D, M. CAMPBELL, Gray, Ky.

Motorcyclist Gets Mail Contract.

Agreeing to make a regular collection and distribution of mail at a number of places not reached by the railroad, an Arizona motorcyclist has secured a mail contract which formerly was held by the railroad company. The route which the motorcyclist must cover lies between Tuscan and Twin Buttes. In his bid for the contract the motorcyclist specified that he would make one round trip daily on his machine and do it in 2½ hours, in addition to which he would visit the out of the way places. This arrangement was so satisfactory to the post office department that the contract was awarded.

COMING EVENTS

July 18,Crown Point, Ind.—Western District, Federation of American Motorcyclists, race meet.

July 26, Valley Stream, L. I.—Century Road Club Association's 20 miles handicap road race.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

Chicago Club Opposes Open Muffler.

While several motorcycle clubs have expressed their disapproval of the open-muffler habit in unmistakable terms, it remained for the Chicago Motorcycle Club to carry the matter to the length of providing the penalty of expulsion for successive violations of its closed-muffler rule. At a recent meeting of the club it was voted that an order be issued to all members to "positively keep their mufflers closed at all times," and declaring it to be contrary to the rules of the club to keep them open. It was further voted that a member reported for having his muffler open and violating the rule three times, shall be expelled from the club.

Amateurs Sacrifice Status for Cash.

Professionalizing a bunch of amateurs by giving them the entrance fees as prizes, Shrewsbury, N. J., on July 4, held a bicycle race meet. A half-mile sprint was won by John Dean, of Tinton Falls, while the ten mile was mon by Ralph Wiederholt, who alone received a proper amateur prize, a repeating rifle. Arthur Sickles, in second place, got the entrance fees, thus becoming a professional.

Two New Motorcycle Clubs Organize.

Motorcyclists of St. Joseph, Mo., have organized the St. Joseph Motorcycle Club, with these officers: President, A. McCarthy; secretary, J. F. Martin; treasurer, C. W. Reid, and captain, Charles Neff.

The Mamilton (Md.) Motorcycle Club was organized last week. William McCalliston was elected captain, and F. C. Purdum first lieutenant.

Efficiency of Motorcycle Cops.

Chief Knapp of Toledo, in his report of police service during the month of June, gives figures showing the advantage of the motorcycle in police service. His motor cops attended to 696 calls, including occasions which were acted upon by the officers during their regular work of patrolling their districts. This accounted for more than 5,000 miles of riding.

AWARDS IN ENDURANCE CONTEST

Chairman Dougles Makes Final Disposition of F. A. M. Prizes—He Explains Withholding of One Diamond Medal.

Following the announcement that the protest over the Riverhead-Roslyn section of the course had been allowed, Referee Douglas this week gave out the final awards in the Federation of American Motorcyclists' Endurance Contest of June 29th and 30th. With one important exception these follow the provisional declaration as published by the Bicycling World in connection with the report of the contest. That exception, however, is in the nature of a surprise, since it makes no disposal of the diamond medal in the private owners' class, but places T. K. Hastings, who was provisionally awarded the "plus 5" distinction, in the same rating as the other 14 perfect score winners, who are to receive honor medals.

Speaking of his reasons for discarding the private owners' class in making awards, Referee Douglas said: "I did not allow the diamond medal in this Class 2 A because I could not see that either of the three private owners who finished with perfect scores had a perfectly clear title to it. Carlton, for instance, missed one of the secret checking points through losing his way. Chapple, who finished with a perfect score, must have done so at the expense of a certain amount of running ahead of the 15-mile-an-hour schedule, because in order to arrive at Roslyn according to the schedule, an average speed above the limit must have been required. Similarly Hastings, although he followed the average rate set down in the conditions of the contest, arrived at Roslyn behind time, thereby violating the schedule.

"Although the actual penalizations made at the Roslyn control have been discarded in making up the awards, it seems to me unfair to neglect to consider the actual conditions which existed. Neither of these men succeeded in following both the schedule and the prescribed rate of speed in such a way that their records "stand out" as conspicuously as does that of Davidson in the trade riders' class, judging purely by the sheets of the controls and checking stations. By throwing out all consideration of the Roslyn control, an injustice would have been done to Chapple, while similarly, Hastings would be wronged by giving the medal to the other man.

"Davidson's title to the medal, on the other hand, is beyond question. During the two days of the contest, he varied but eight minutes from the exact schedule, which places him so far in advance of all others as to leave his qualification for the award beyond dispute."

Another bit of aftermath in connection with the contest was the filing of a protest by A. G. Chapple with Chairman Wehman, lodging complaints against three of the contestants. As this protest was filed on July 9th, it was not considered, since the rules specify that all such protests shall be filed within 24 hours after the contest.

The final disposition of the affair then, leaves the scores as given in the provisional table published two weeks ago, with the exceptions of Hastings, who loses the "plus 5" addendum to his 1,000 points, and G. V. Lyons, and William Bewley, whose scores should have been 975 and 982, respectively.

The awards of medals in the four classes are as follows:

Class 1 A, Private Owners, single cylinder machines—Gold honor medals for best scores: J. A. Turner, Chicago, Ill., (Merkel), 980 points; E. T. Banes, Philadelphia, Pa., (R-S), 975 points.

Class 2 A, Private Owners, multi-cylinder machines—Gold honor medals for perfect scores: T. K. Hastings, New York City (Indian); A. G. Chapple, New York City (N. S. U.); A. Carlton, Hillsdale, Mich. (Curtiss).

Class 1 B, Amateurs engaged in the trade—Diamond medal for most consistent performance: Walter Davidson, Milwaukee, Wis. (Harley-Davidson). Gold medals for perfect scores: William C. Chadeayne, Buffalo, N. Y. (Auto-Bi); F. A. Baker, New York City, (Indian); W. H. Latham, Boston, Mass. (Merkel); Charles Ruck, New York City (Indian); Edward Buffum, Milwaukee, Wis. (Merkel); George F. Mack, Reading, Pa. (R-S).

Class 2 B, Amateur riders engaged in the trade—Gold medals for perfect scores: J. A. Schleicher, Mt. Vernon, N. Y. (N. S. U.); J. F. McLaughlin, New York City (N. S. U.); Albert D. Cook, Hammondsport, N. Y. (Curtiss); Earle L. Ovington, New York City, (F. N.); George N. Holden, Springfield, Mass. (Indian).

German Globe Girdlers Reach Chicago.

"Round the World" trips still seem to be in vogue. The latest aspirants for world honors and incidentally for a purse reported to contain $2,500, are Robert Hellwick and W. G. Wildow, of Berlin, Germany, members of the German Wheelmen's Club. The Teutonic travelers arrived in Chicago on the 11th inst. They left New York on June 14 and must obtain the signature of the mayor of each town through which they pass. The ride is from New York to Paris, and must be accomplished in two years.

"Major" Taylor Temporarily Retired.

According to cable dispatches last week "Major" Taylor has received a setback which may keep him out of racing for a few weeks. While riding at Bordeaux he was thrown when one of his thin French tires burst, and his right arm badly hurt, besides minor injuries.

One of the competitors in the run from Land's End to John O'Groat's, promoted by the A. C. W. of England, is mounted on a motor bicycle rated at 20 horsepower.

SPECTACULAR RIDING AT TANFORAN

Collins a Three Times Winner on Second Day of Motorcycle Meet—Lorenson Wins Exciting Race.

Daring and spectacular riding characterized the second day's meet of the San Francisco Motorcycle Club held on the Tanforan track near that city on Sunday, 5th inst. A large crowd saw an interesting card of events, the feature being the two miles State championship, which went to W. G. Collins. The fastest time of the day was made in this event, when Collins covered the final mile in 1:00⅖.

One of the most exciting events was the ten miles handicap, which went to Lorenson, on a Thor. The winner had 35 seconds over Collins, Indian, and at that the scratch man was beaten by only 12 seconds. Collins rode well and passed all of the field but Lorenson before six miles had been covered. He made a desperate effort in the last two miles and was gaining rapidly when Lorenson crossed the tape a winner.

Collins stopped the first Australian pursuit by overhauling his man at three miles, but in the other pursuit Fred Ernest forced A. E. Wilson to go six miles before he was returned a winner. Breese sought to break a few records, but the track was too dusty for better than a mile a minute and the "champion" of the coast failed to touch any world's figures. The summaries:

Five miles open, for singles—Won by W. G. Collins, Indian; second, Lorenson, Thor. Time, 6:13.

Five miles for singles—Won by Mendicott, Indian; second Chelini, Torpedo. Time, 6:57.

Ten miles Australian pursuit—Won by Collins, Indian in 3 miles. Time, 3:47.

One mile exhibition—By J. J. Hoffman, in a tricar. Time, 1;52⅖.

Two miles open for State championship—Won by W. G. Collins, Indian; second, Lorenson, Thor. Time, 2:13⅗.

Ten miles Australian pursuit for singles—Won by Wilson, Merkel; second, Ernest, Torpedo. Distance 6 miles. Time, 7:17⅖.

Five miles for double cylinder stock machines—Won by Hoag, Indian; second, Mendicott, Indian. Time, 5:51⅕.

Ten miles handicap.—Won by Lorenson, Thor (0:35); second, Collins, Indian (scratch). Time, 12:55⅗.

Five miles against time, professional—By Breese. Time, 2 miles, 2:01⅖; 5 miles, 5:05.

Bausman Wins 10 Miles Road Race.

Adam Bausman won the 10 miles handicap road race at Youngstown, O., on July 4th. Girard Chergo was second, Philip Bausman third, and E. Warner fourth. Bausman had a handicap of 8 minutes and ered the final mile in 1:00⅖. A large crowd witnessed the meet.

ONLY ONE PERFECT SCORE MADE

Seventeen of Twenty New York-Chicago Tourists Complete the Long Run—Results of the Economy Tests.

Nine days of riding brought 17 of the 20 riders who started in the New York-Chicago motorcycle tour, to their destination. The contestants comprised six manufacturers' teams of three machines each, and two unattached riders. Of the teams all but one incurred penalties on the way, the Indian team keeping a perfect score to the finish and thereby winning the $500 silver cup offered by the Chicago Examiner. Twelve of the 17 riders who finished had perfect scores individually, resulting in a tie for 11 of them who rode single cylinder machines, so far as the award of gold and silver medals for best individual performance is concerned.

The tour, under F. A. M. auspices, was the conception of I. F. Alofsin, of the Western Division of the F. A. M., and it is to him that its entire success is chiefly due, taking into account the co-operation of the contestants. Alofsin acted as tourmaster and showed a master hand in conducting it.

The first part of the trip, from New York to Buffalo, consumed four days. The rugged roads of New York State's mountainous districts presented many difficulties, and resulted in two contestants dropping out and the imposition of penalties on others.

From Buffalo to Erie was the run set for July 10, and the competitors in the tour found it an easy ride of 93 miles along roads that rivaled boulevards in smoothness. A two-hour stop for lunch was made at Fredonia, and Erie was reached early in the afternoon. Erie seemed awfully gla to welcome the tourists and made it so pleasant for them that there were several who wanted to know if the schedule could not be altered in some way that would permit them to stay over an extra day. Not only are the Erie fellows able and thoughtful hosts, but some of the girls have wonderful eyes and charming manners.

The Merkel, R-S and Indian teams kept their perfect scores without a threatening incident and no penalties were incurred by any of the other riders. One of the features of the day was the reappearance of Harry Lake and F. O. Erickson, of the Light team among the starters. The other member of the team, George W. Sherman, accompanied the riders by taking passage in the G & J tire automobile, nursing the broken wrist and dislocated shoulder which resulted from his plucky night ride from Syracuse when he was trying to catch up with the main body.

Cleveland marked the terminus of Saturday's run and the run from Erie was through the town and cities that dot the southern shore of Lake Erie. At Ashtabula, Ohio, the Merkel team was taken from the perfect score trio by cylinder trouble that developed in Edward Buffum's machine, and which caused his withdrawal. "The Forest City" was reached in the afternoon and the contestants prepared for their over-Sunday stay by indulging in a gay round of bath tubs, barber shops, haberdashers and manicure parlors.

It was well that Sunday came at this point in the tour, to provide a resting period previous to one of the most strenuous parts of the whole journey. Or on the other hand, it may have been that Tourmaster Alofsin, having in mind the fact that the riders would be well rested, put in a little extra good measure to balance up things. At any rate, he decided to cut out one full day from the provisional schedule between Cleveland and Chicago, bringing the riders into the Windy City on July 15 instead of the 16th, as was at first intended. This entailed runs averaging 150 miles a day, with the economy test also to be decided.

Monday morning found the starters all up bright and early with their faces toward the West, and it was announced to them that their day's run would be to Wauseon, Ohio, which was 166 miles away. The time schedule allowed 11 hours for the trip. The controls were at Norwalk and Toledo, Ohio. It proved a bad day for the hitherto perfect score R-S team, as Bewley broke his frame and Banes arrived over an hour late, receiving a penalization of 36½ points. Bewley failed to show up at Wauseon in the evening and F. O. Erickson was again among the missing, but there were reports that both of them were struggling along and would probably catch up again.

Tuesday's run was from Wauseon to South Bend, Ind., with controls at Butler and Mishawaka, Ind. The economy test also took place between the latter two places, a distance of 80 miles, which the single cylinder contestants were required to travel on one gallon of gasolene, while Kellogg's two cylinder Indian was required to make 60 miles on the same quantity.

The results of the economy test were as follows:

	Qts.	Pt.
N. C. Trumpour, Excelsior	2	
G. N. Holden, Indian	2	1
R. W. Du Sell, Thor	3	
J. A. Turner, Merkel	3	
B. G. Barrows, Indion	3	
G. W. Lyon, Torpedo	3	1
W. P. White, Merkel	3	1
Arthur Lyon, Excelsior	3	1
C. S. Hinckley, Thor	3	1
J. S. Woodworth, Excelsior	4	
Harry Lake, Light	4	
William Bowley, R-S	4	
George S. Smith, R-S	4	
E. T. Banes, R-S	4	
Joseph De Salco, Armac	4	
	Qts.	**Oz.**
S. T. Kellogg, Indian (twin)	4	4

With jealous eyes the Excelsior team, penalized only 10 points through the whole trip, watched for the Indians to come off their perfect score perch, thus giving the Excelsiors a good chance at the cup. But the Indian team were vigilant, and with only one more day before them were not taking any chances through foolish riding.

The last day of the tour, from South Bend, Ind., to Chicago, was easy. The roads were fine, except for a short sandy stretch near Chesterton, and the seven hours allowed was generous. Over 50 motorcyclists accompanied the tourists all the way into Chicago, and a few automobiles joined in at the suburbs. The tourists were warmly greeted and there was much favorable comment on the personal appearance of the riders and the machines after so long a journey. The final control was at the New Southern Hotel, the machines being garaged at the Chicago Automobile Warehouse, to be subject to a technical examination before being released to the contestants.

The standing of the teams at the conclusion of the run was as follows:

Indian team, perfect score.

Excelsior team, 10 points penalty.

R-S team, 259½ points penalty.

Thor team, 1,000 points penalty.

Merkel team, 1,000 points penalty.

Light team, penalty undetermined.

The $500 Chicago Examiner cup, therefore, goes to the Indian trio.

Of the 20 riders who started from New York on July 6, three dropped out. George W. Sherman, of the Light team, had an accident at a point between Syracuse and Utica; Fred Huyck, of the Thor team was out at Utica, and Edward Buffum, of the Merkel team, at Ashtabula, O.

The final score of the riders who finished was:

J. S. Woodworth, Excelsior team, perfect.

A. G. Lyon, Excelsior team, perfect.

C. S. Hinckley, Thor team, perfect.

R. W. Du Sell, Thor team, perfect.

J. A. Turner, Merkel team, perfect.

W. P. White, Merkel team, perfect.

George C. Smith, R-S team, perfect.

George W. Lyon, unattached, Torpedo, perfect.

George N. Holden, Indian team, perfect.

Bert S. Barrows, Indian team, perfect.

Stanley T. Kellogg, Indian team, perfect.

N. C. Trumpour, Excelsior team, 10 points.

J. De Salvo, unattached, Armac, 24 points.

E. T. Banes, R-S team, 36½ points.

Wm. Bewley, R-S team, 223 points.

Harry Lake, Light team, undetermined.

F. O. Erickson, Light team, undetermined.

The first eleven of these are in a tie for the gold medal for the single cylinder machine making the best individual performance, as Kellogg rode a two cylinder Indian, the only multi-cylinder in the contest, and therefore gets the gold medal for machines of this class. The silver medal for second honors is similarly tied.

The Diamond medal for the best appearance of person and machine lies between J. S. Woodworth and Arthur G. Lyon, of the Excelsior team, while a member of the latter team also won the economy honors by covering over 80 miles on a friction less than two quarts of fuel.

KRAMER SETS NEW WORLD'S MARK

Eleven Years Old Record Broken at Newark Velodrome—Stein Wins an Amateur Championship Race.

Despite the fact that Referee R. F. Kelsey had stated positively that he would allow no team work last Sunday's meet at the Newark Velodrome, 12th inst., developed what apparently looked like two teams, namely, Frank L. Kramer and Joe Fogler in one, and Edward Rupprecht and Floyd Krebs in another. Whether the referee saw it as plainly as did most of the crowd present, is a matter for conjecture, but it is not a secret that team work is being brought into play in every race at both Newark and New York, and unless a summary stop is made very shortly things will come to such a pass that the riders will not stop short of anything in the way of tactics in a race. Whether or not team work is advantageous or not is not the question to be considered. There might be some excuse for the low markers to agree to pace each other up in a handicap, but there is not one iota of excuse for it in an open race, and whether there is or not does not enter into the argument, for the reason that it is in violation of the rules.

Despite the fact that Fogler and Kramer rode a dead heat finish in the mile open the crowd evidently thought that Fogler did not try, from the demonstration that was made, and in the third of a mile handicap in which Kramer broke the world's record for the distance, Fogler quit after pacing Kramer up to the bunch. Charles Stein, the youngster who is making a phenomenal showing, won the mile amteur championship, defeating such men as Hill, Frank and Henri Vanden Dries. Hill got his innings in the ten miles open, when after winnisg the lap prizes after a series of spectacular sprints he trounced Adam Beyerman in the final sprint for the tape.

The mile amateur championship was the most important event of the meet and it brought out a large crowd of starters. Mackay, Stein, Frank and Maurice Vanden Dries started in the first of the two semi-final heats. Mackay displayed poor judgment and alloyed himself to be pocketed. Stein won from Frank by three lengths. In the second semi-final heat the other Vanden Dries brothers—Henri and William—started along with Hill and Magin. The last named made most of the pace, but was lost in the final sprint. Hill won from Henri Vanden Dries by a couple of lengths, while Brother William took his usual afternoon tumble when no one was near him.

The final heat was much on the French style. Frank got away in the lead, with the others trailing. Vanden Dries began to unwind before the bell for the last lap and soon passed. When Franks began to die Stein squeezed through between him and Vanden Dries and after that there was nothing to it but Stein. Vanden Dries tried hard, but he had to be content with second, with Hill a bad third. The popularity of young Stein was attested by the great burst of applause that greeted his magnificent ride.

The ten miles open proved easy for Hill, despite the fact that he used very poor judgment in the championship. It also showed that after he develops a little more Hill will very likely prove another of the Matt Downey kind of six day race timber. Hill sprinted 17 times before he clinched the lap prize and then he rested before he went out and trimmed Adam Beyerman in the final fight. Walter Schlee, the young brother of Charles Schlee, the professional, created somewhat of a mild sensation when he took third prize.

If it had not been the general opinion that a combination existed between Kramer and Fogler the final of the mile open would have been one of the greatest finishes ever witnessed in Vailsburg for this pair finished so close that the judges declared a dead heat. Walter Bardgett got third, but protested that Kramer and Fogler had kept him in a pocket. His kick was unheeded, however.

Whether or not Kramer and Fogler teamed, the East Orangeman certainly did make a great ride in the final of the third mile handicap. Fogler pulled him good and hard all the way and the result was a new world's record for the distance. Kramer finished in 38⅗ seconds, the old record being 38⅗, which was made by E. C. Bald 11 years ago.

Eight heats of the Velodrome Sweepstakes were decided last Sunday. This is the biggest race of the season, as it carries with the victory a purse of $300. The race will be a two miles handicap, and the men on the various marks rode scratch heats to morrow; and on Sunday, August 2d, the final from each mark. The unplaced men in last Sunday's trials will have a chance to qualify in the repechage heat to be held tomorrow and on Sunday, August 2d, the final will take place. The trials resulted in victories for Kramer, Krebs, Bardgett, Anderson, Butler, Appleton, Judge and Canfield. The summaries:

One-half mile for non-winners this season, amateur—Won by Edward Siefert, Newark; second, William Merton, National T. V. W.; third, John J. Forsythe, New York City. Time, 1:09.

One mile National Cycling Association championship, amateur—Won by Charles Stein, New York City; second, Henri Vanden Dries, New York City; third, Fred Hill, Armory A. A.; fourth, Charles Frank, Newark. Time, 2:46⅘.

One mile open, professional—Dead heat between Frank L. Kramer and Joe Fogler; third, Walter A. Bardgett; fourth, Floyd Krebs. Time, 2:14.

One-third mile handicap, professional—Won by Frank L. Kramer (scratch); second, Walter A. Bardgett (15); third, Floyd Krebs (10); fourth, Alfred Ashurst (25). Time, 0:38⅗ (world's record).

Ten miles open, amateur—Won by Fred Hill, Armory A. A.; second, Adam Beyerman, New York City; third, Walter Schlee, Newark. Time, 23:20. Lap prize winner, Fred Hill.

Two miles Velodrome Sweepstakes handicap, professional—(Trial heats at one-half mile.) First heat for scratch men won by Frank L. Kramer; time, 1:36⅘. Second heat for 35-yard men, won by Floyd Krebs; time, 1:26. Third heat, for 70-yard men, won by Walter A. Bardgett; time, 2:08⅗. Fourth heat, for 100-yard men, won by N. M. Anderson; time, 1:05⅕. Fifth heat, for 130-yard men, won by Nat Butler; time, 1:25⅕. Sixth heat, for 160-yard men, won by H. B. Appleton; time, 1:26⅖. Seventh heat, for 200-yard men, won by Al Judge; time, 1:34⅗. Eighth heat, for 250-yard men, won by William A. Canfield (walkover).

Program for Berlin Championships.

The program for the world's professional championship races at the Steglitz Sportpark 500 metre velodrome in Berlin on July 30 and August 2, under the auspices of the Verband Deutscher Radrennbahnen, has been announced. On July 30 the big event will be eight 1,000 m. elimination heats for the world's championship, the first two in each heat to quality for the four semi-finals. In the latter only the four firsts qualify for the final, which will be run August 2 and in which they all win prizes. The four second place men in the demi-finals get 100 francs each, and the thirds, 50 francs each. The other races for the day are the V. D. R. prize 1,000 m. race for German competitors in the championship, the U. C. I. prize, 1,000 m. race for foreign riders, a 2,000m. tandem race and an eight lap race of 4,000m. with lap prizes increasing in amount progressively for each lap.

The August 2 main event is the running of the world's sprint championship finals, the winner getting a gold medal and 1,000 francs, and the second, third and fourth men getting 500 francs, 250 francs and 150 francs, respectively. The distance is 1,000 metres. The motorpaced world's championship for 100 kilometres will also be decided, with the same prizes as for the sprint race. A consolation 1,000 metre race for non-winners in the other events, a 2,000 metre tandem race and an international handicap, 1,000 metres, complete the program of events.

America may be represented in the sprint championship by Charles Sherwood, and will probably be represented in the motor paced championship by R. J. Walthour and Menus Bedell.

Dates Set for the Grand Prix.

The committee in charge of the Grand Prix de Paris has selected June 20, 24 and 27 as the dates for the race in 1909. Entries close on June 6.



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They hold all the World's Records from 1 to 50 miles. They won both the Diamond Medals awarded in the F. A. M. Endurance and Reliability Contest held June 29 and 30.

Mr. B. A. Swenson who made the record breaking time on a motorcyle, between New York and Chicago, took no chances on anything but G & J Tires. Mr. Swenson made the trip in 49 hours and 40 minutes, covering 1,112 miles. He experienced no tire trouble whatever except one puncture.

A fast tire is one thing, but a tire that is both fast and durable is quite a different thing. Whenever endurance is required as well as speed, Indianapolis G & J Motorcycle Tires have no real competition.

G & J TIRE CO.

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TOPEKA SEES GOOD TRACK RACES

Bicycle and Motorcycle Events Well Contested—Little and Elliott Capture All of the Latter.

With free admission as the lodestone the first meet under the promotion of the Topeka (Kan.) Motorcycle and Bicycle Dealers' Association held at the fair grounds track on July 4th, attracted a crowd of nearly 3,000 spectators. The track was fairly fast and good time was made in all the events, when it is taken into consideration that the racing on a circular track is a phase of the cycling sport that is new to the Topekans.

Ten events in all were decided, five of these for bicycles. The half-mile sprint for riders over 16 years of age went to Frank Eddy in 1:16, winning from C. O. Schutter by a narrow margin. Ralph Cooper proved the speediest youngster under 16 years when he won the half mile for boys in 1:33½. Schutter defeated Frank Eddy in the mile free-for-all, and with Courtney Elliott as his partner, won the 2½ miles relay race. Repp and Eddy got second place in the relay race.

Edward Little and Courtney Elliott were almost the whole show in the motorcycle events, for they divided five firsts, the first named getting the odd event. The five miles free-for-all went to Little in 8:05, with George Glass second, and Little won the 10 miles free-for-all in 16:19, which is not bad for a half mile track. He also won the mile time trials. The three miles race for 2¼ horsepower machines was given to Elliott and he also finished first in the five miles for 3 horsepower machines. A slow bicycle race at 25 yards was won by William Chittendon.

The summaries follow:

One-half mile open, for boys over 16 years—Won by Frank Eddy; second, C. O. Schutter; third, Lon Repp. Time, 1:16.

Five miles motorcycle, free-for-all—Won by Edward Little, R-S; second, George Glass, Indian; third, J. D. Scott. Time, 8:05.

One-half mile for boys under 16 years—Won by Ralph Cooper; second, Charles Scott; third, Chester Thomas. Time, 1:33½.

Three miles motorcycle for 2¼ horsepower machines—Won by Courtney Elliott, Racycle; second, C. J. Robinson, Indian. Time, 3:13½.

One mile bicycle free-for-all—Won by C. O. Schutter; second, Frank Eddy; third, Lon Rupp. Time, 2:46.

Five miles motorcycle, for 3 horsepower machines—Won by Courtney Elliott, R-S; second, J. M. Clugston, Curtiss; third, C. K. Mitchell. Time, 8:37½.

Two and one-half miles relay—Won by Repp and Eddy; second, Elliott and Schutter. Time, 7:07.

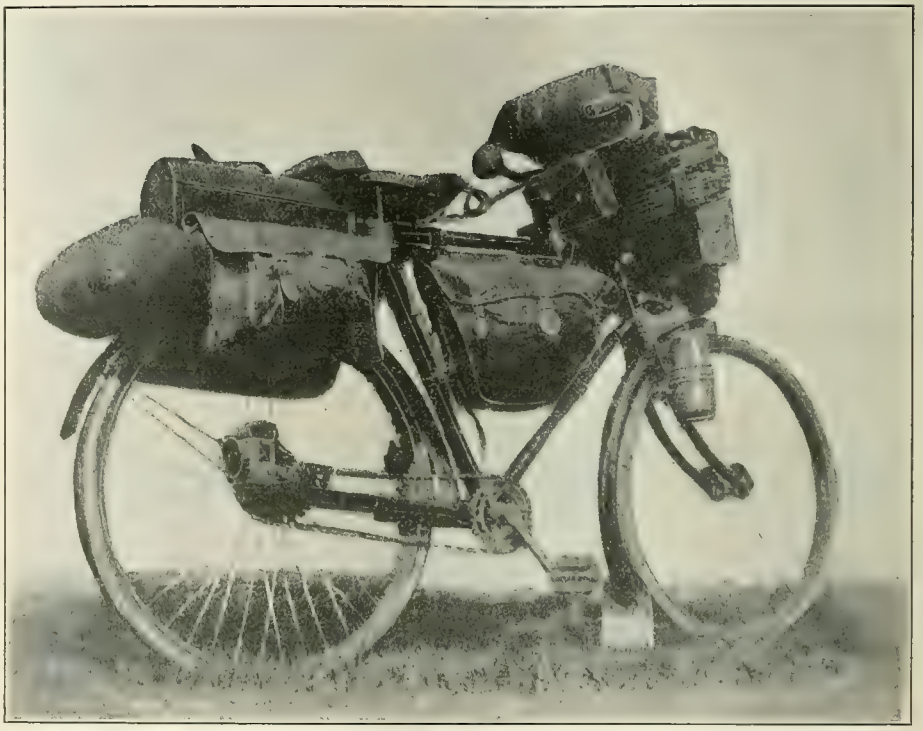
One mile time trials—Won by Edward Little, R-S. Time, 1:35½.

Twenty-five yards slow bicycle race—Won by William Chittendon. Time, 0:19.

Ten miles free-for-all—Won by Edward Little, R-S. Time, 16:19.

British Cyclist's Touring Equipment.

The accompanying illustration does not depict a novel method of moving one's household effects, nor is it intended to show the amount of baggage which can be fastened to a bicycle. It merely is the equipment which a sturdy Britisher carried with him while on a pleasure trip through the right little, tight little isle. To the average American there comes no visions of delight when contemplating the necessity of pedaling such a load up a few hills on days when the thermometer registers something in the nineties.



THE BRITISH TOURIST'S HEAVILY LADEN MOUNT

Parley Giles a Record Breaker.

Parley Giles broke the world's amateur record for two miles in competition on Wednesday night, 15th inst., when he covered the distance in 3:54⅕, according to telegraphic advices from Salt Lake City. The new record was made on the Saltair track, the old figures being 3:56⅖.

Motorcycle Cop Recovers His Mount.

Motorcycle "Cop" Sam Johnson, from whom was stolen the twin cylinder Indian motorcycle, owned by the police department of New York, as told in last week's Bicycling World, again is in possession of the machine. A man, who gave his name as John Brown, was caught with the machine at Far Rockaway on Monday morning last. Brown claimed that he had bought it from an unknown individual for $35. The manufacturer's number on the motorcycle had been pounded out and another number substituded. Brown was held on a charge of larceny.

Gen. Grant Gives Motorcycles a Test.

During the working out of the different war problems which were encountered this month in the army manoeuvres at Camp Pine. N. Y., motorcycles were used for the first time. The power driven bicycles were employed by orderlies in carrying dispatches from headquarters to various parts of the camp and by this use they were given the hardest kind of cross country service. It was a plan of Gen. F. D. Grant, who commanded the troops, whose idea was to test the utility of motorcycles for use in actual warfare. It is reported that the tests were entirely satisfactory, though the official report has not yet been made public.

Carlson Awarded Chicago Road Race.

The executive board of the Chicago Cycle Dealers' Association, which promoted the big 25 miles handicap road race in that city on July 4, has disqualified G. M. Kalen, who finished second, because he took pace from a motorcycle. The Columbia bicycle, therefore, will go to C. P. Carlson, who finished third. Emil Blum, who won third time prize, also was disqualified for fouling H. Bigelow at the finish line. The latter will get third time prize.

Baltimore Boys in a New Club.

The Crystal Wheelmen have organized in Baltimore, with J. C. Fiege as secretary. The club is for boys under 16 years of age, and the club team already has challenged the Iroquois Wheelmen, of the same city, to a match race.

HASTINGS MAKING PERFECT SCORE

Good Record of Only American Motorcyclist in British Reliability Run—From Land's End to John O'Groat's.

According to the last cablegram received from Theodore K. Hastings, of Brooklyn, N. Y., who is riding in the Auto-Cycle Union of Great Britain's annual reliability trial for motorcycles, from Land's End to John O'Groat's, he still has a perfect score at the end of the fourth day. Hastings is the only American rider among the 64 entrants, and his machine, a twin cylinder Indian, is the only American motorcycle in the contest.

The run started on Monday last, 13th inst., from Land's End. That day and Tuesday the riders encountered rain and mud. Wednesday was clear, but Thursday furnished weather condidtions which were not conducive to pleasant motorcycling. The motorcyclists eypect to reach John O'Groat's this (Saturday) evening. The distance to be covered by the contestants is a little less than 900 miles.

While all the rules and conditions governing this contest of the Auto-Cycle Union are not quite clear, the run is entirely a reliability test. All of the participants are required to conform to a speed limit of 20 miles an hour, except in towns and villages, where the rate is much slower. The time schedule is worked out on a basis of 15 miles per hour as the minimum speed, and 20 miles per hour as the maximum. One point is deducted from a contestant's score for every minute he is late at the various controls along the route. Competitors gaining 90 per cent. of the total points will receive gold medals, and those obtaining 70 per cent. of the total will be given silver medals.

Hastings competed in the trials last year when he was awarded the "best appearance" medal.

Bound from Los Angeles to Boston.

L. S. Jacobson, of Los Angeles, who is riding a bicycle across the continent from that city to Boston, arrived in San Francisco last Tuesday. Jacobson has averaged 62 miles a day, with a total expenditure for the 15 days he has been on the road of $2.50. His diet consists of raisins, hardtack and water with, as he explains, "an occasional square meal." He expects to reach Boston some time in October.

Groff First in Jersey C. R. C. of A. Race.

Although the day was scorching not nearly a score of riders went on the club run and participated in the race of the New Jersey Division, Century Road Club of America, from West Hoboken to Plainfield, last Sunday, 12th inst. Frank McMillan and Peter Hensch were the honor men and they gave handicaps up to three minutes in the 10 miles race for points to count in the competition for the gold medal offered by President Harry Early. In an exciting sprint for the tape E. L. Groff and D. Dusel, both 3-minute men, had it hammer and tongs, the former winning in 29;57. Contrary to expectations Hensch beat McMillan, getting third place. His time was 28:28.

Swenson Establishes an Intercity Record.

B. A. Swenson, of Providence, R. I., who would rather ride than eat or sleep, or, in fact, than almost anything else, is as happy as a June bug in haying time, for by punishing himself to the extent of riding day



B. A. SWENSON

and night and without much time wasted on the gratification of the callings of his appetite, he has succeeded in establishing a motorcycle record from New York City to Chicago.

Swenson always likes to keep his nose in front, no matter if it is an economy contest or a slow race, so when the New York to Chicago endurance run or tour started from New York City on Monday, 6th inst., the Providence man did not require much urging to attempt the record between the two cities. He was not entered in the contest so did not have to stop at any controls.

According to odometer measurement it is 1,112 miles between New York and Chicago, and this distance Swenson covered in 49 hours 40 minutes actual riding time. He made Utica, N. Y., a run of 262 miles, the first day and on Tuesday night steered his Indian into Dunkirk, 282 miles further. Wednesday he got to Swanton, Ohio, 314 miles from Dunkirk, and the last day's run of 254 miles was completed at 4.30 p. m., Thursday, when he rode into the Chicago Indian agency, tired and dirty, but as stated before, happy because he had ridden a motorcycle between New York and Chicago faster than ever done before.

BICYCLE EVENTS IN THE OLYMPIC

America's Two Representatives Win Heats but Fail to Score Points—Their Remote Chance of Scoring.

America's chances of winning any of the bicycle races that form a part of the annual Olympic games now taking place in London seem very slim. The finals of the 600-metres, the 2,000-metres tandem, the 20-kilometres, and the 1,000-metres races have all been decided and thus far the two American representatives, George C. Cameron, of the Irish-American A. C., and Louis J. Weintz, of the New York A. C., have been unable to finish for points in the events.

While, of course, the showing of the American riders has been a great disappointment the cycling enthusiasts in this country, it must be taken into consideration the conditions they had to contend with. In the first place neither Weintz nor Cameron knew they were to go abroad until the last minute, and although Cameron has been riding steadily all season the same cannot be said of Weintz. He arrived in London the day before the first race and therefore did not have much chance to work out his sea legs or to become acquainted with the steep banks of the track at the Olympic Stadium. However, three events yet remain to be decided and Weintz and Cameron may yet distinguish themselves.

Considering all the conditions the lone two American riders have done as well as can be expected, and better than many expected. France, England and Germany are represented in the races by more than twenty riders each, and other countries proportionately. In view of that America has less than one chance in ten as compared with the others to score in the bicycle races.

The first of the bicycle races was decided on Tuesday, 14th inst., when the 20-kilometres was entirely disposed of and the trial heats of the 600-metres sprint. Weintz, of America, won the third heat, and Cameron was shut out in the fourth by Jones, of England, the other heats being won by Meredith, Kingsbury and Denny, all of England, and Hanson, of Sweden. With Kingsbury and Jones, England scored first and second, with Werbrouck, of Belgium, who had qualified by finishing second in the fastest heat, in third place. The distance was covered in 34:13⅖.

In the trial heats of the 600 metres race Cameron won the fourth, but evidently Weintz did not qualify. The final heat, decided on Wednesday, was won by Johnson of England, with Demangel of France second, and Neumer of Germany, third. Time, 0:51⅕.

As they took no tandems with them it is not likely that Weintz and Cameron competed in that event, which also was decided on Wednesday. The trial heats went to Brooks and Isaacs, England; Hamlin and

Johnson, England; Goetz and Goetz, Germany; Paton and Coeckleburg, Belgium; Schilles and Auffray, France, and Matthews and Meredith, England. The final was a hard struggle, but the fast French cracks proved their superiority by defeating Hamlin and Johnson with Brooks and Isaacs in third position. Time, 3:07.

There were 15 heats in the 1,000 metres race on Thursday, and Cameron qualified for the semi-finals by winning the eighth heat. The winners of the trial heats were Johnson, Flynn, Payne, Jones, Lavery and Kingsbury, of England; Schilles, Demangel, Auffray and Texier, of France; Ventor of South Africa; Meartens and Neumar, of Germany. Morissetti, of Italy, and Cameron of America. Cameron was shut out in the second semi-final heat when Schilles defeated him in the sprint, the other semi-final heats being won by Jones, Kingsbury, and Johnson. The final was disappointing. A time limit had been set for the race, but the riders practiced loafing tactics and although Schilles beat Jones in the final sprint, the event was declared void, as they finished outside the time limit. It is announced that the final heat will not be re-run.

Kingsbury, Jones and Johnson are three of the fastest riders in England, and it was expected that they would win many of the events. The Frenchmen are to be considered in the remaining races, however, as Schilles, Auffray and Demangel are cracks of the first water. Demangel is at present the champion of France and the last winner of the amateur Grand Prix. Although he is only 26 years of age he is at present one of the oldest French amateurs riding, and of 114 races he has 58 firsts, 30 seconds, 14 thirds and 4 fourths to his credit.

Schilles is regarded as the fastest amateur sprinter in France for short distances. Auffray also is a recognized crack as he won the Grand Prix last year and finished second in the world's championship. Schilles won the championship of Paris this year and finished second in the Grand Prix.

One of the sidelights on the Olympic games did not appear until yesterday when a rider in this city received a letter from Cameron, mailed just after the steamer reached Queenstown. It told that—but never mind, the following extracts will explain themselves.

"On Sunday I was snoozing on the lower deck, dreaming that I was taking the foreigners down the backstretch on the bell lap and stalling all I could so as to hold them off until the last turn, when bang!—it was not a tire or a fall, but some one call me by my own name," writes Cameron.

"Just think of it! On board a ship in mid-ocean, not thinking you know a soul on board, and to be suddenly awakened by some one calling you by your first name! I was so surprised that I nearly fell overboard. I looked up and there was W. F. Ivy, the negro who has been riding at Vailsburg, in all ... story. I asked him what he was doing on board and he said he was going to London to help me win the Olympic races. He said he was going to pull me in all the races and there was nothing to it but Cameron first in every race and that the foreigners would have to ride for seconds and thirds. As long as that is the case I guess I will take the steamer back from Queenstown instead of going to London, as Ivy has the races already won for me.

"The air was very heavy until I met Ivy, but since he has been turned loose they have had to stop the engines as the ship was traveling too fast with his gale of wind blowing her on. Ivy has got all the Italians and Irishmen on board sweating like Hades jumping the rope, and he also has them all thinking they could make world champion bicycle racers if only they tried. Most of them have never been on a bicycle, but the line of bull handed out by Ivy has made him a world beater and a hero in their eyes. The poor dubs are getting so thin jumping rope under Ivy's instructions that you can see the sun rise through them in the morning. Anyway, he is as happy as a lark, although he has no baggage except his racing suit and shoes. He expects to get the best wheels in London and French tires. Well, anyway, he is good company and it is fun to see the way he has the foreigners on the boat jumping rope all day long.

"I realize what I am up against when single-handed I have to beat the fastest amateur riders in the world, so do not be disappointed if I do not make the world sit up and take notice. At any rate, as big as the odds are against me, I shall ride to win in every heat and am confident that I shall do something."

Until the receipt of Cameron's letter no one knew that Ivy had silently sailed away without bidding any one good by, as that is not his usual way. Some time ago Ivy wanted to ride professional, but the professionals told the track management that if Ivy rode they would not, so he probably has gone abroad to join "Major" Taylor, Woody Hedspeth, A. C. Spain, and the other negro riders in Europe. But as Ivy has not shown himself fast enough to rank even with America's second class amateurs the foolhardiness of a European tour would seem apparent.

Evolution of the Bicycle.

The bicycle was born in France, the native country of the automobile and the airship. Lallement was the man's name, a maker of boys' three-wheeled wooden velocipedes; of wood, be it noted, for in those days the age of steel and rubber was not yet. Lallement made the first two-wheeler with cranks and pedal; it was exhibited at the Paris Exposition of 1865. All Paris went wild over the new speed accelerator. Some travelling Yankees brought machines to this side, the foreign models were duplicated by American makers, and lo! there was a "boneshaker" craze in 1869 and 1870. And truly they were "boneshakers," for the wheels were of wood, practically of equal size, and springs, air tires and anti-vibrator devices were, of course, undreamed of.

Meanwhile, between 1865 and 1869, French and English mechanics worked miracles, greatly enlarging the front wheel, greatly reducing the rear one, and, in other ways, making lively progress. In 1866 Gilman, English, moved the rider over the front axle so that weight counted. In 1868, Bradford, an American, contributed the rubber tire. In the same year, Cowper, English, added anti-friction bearings. And finally, in 1872, J. K. Starley, English, produced the first modern ordinary bicycle called the Ariel; a marble statue of him erected at Coventry marks Starley's memory and achievement.

During all this time America, surfeited with the "boneshaker," remained quiescent until, at the Centennial Exposition of 1876, a high-class modern bicycle was exhibited, and this somewhat revived American interest. But the introduction of cycling into this country was largely brought about by private individuals who, travelling abroad, and being astonished at the new machine, which many Englishmen were now riding, they brought home bicycles and astonished the natives. Such was William A. Wright, of New York, who, in 1876, brought over a bicycle and raced against David Stanton, an Englishman, who was travelling about America giving bicycle exhibitions. Then, too, in 1877, A. D. Chandler, B. P. Brown, J. S. Dalton and Frank W. Webster, all Boston gentlemen, imported bicycles and quickly made converts. Weston, in fact, is truly the "Grand Old Man" of cycling, for he started a club, also a firm to import bicycles,and founded a bicycle paper. That paper was and is The Bicycle World.

But an epoch-making man arrived. In 1877 Colonel Albert A. Pope, a Boston manufacturer, had a bicycle built for him at a cost of $318. He became enthusiastic, went into the import business and, next year, he started to manufacture on his own account at Hartford, Conn. Organizing the Pope Mfg. Co., he ultimately spent millions in creating a public sentiment for cycling. He made the name "Columbia" popular from coast to coast and beyond the seas.

And here we part with the romance of those baby days of cycling. For others followed Pope—Gormley, Jeffrey, Overman, etc., etc., without end—and the making of bicycles assumed the prosaic earmarks of any growing business. Each spring saw a number of radical or minor improvements, until finally, in 1995, the first "safety"—the present type of bicycle, was exhibited at the Stanley Show, at London.

Finally, in 1887, John B. Dunlop, of Belfast, Ireland, patented the pneumatic tire. This was the crowning glory of cycle evolution, and from that day to this cycle construction has lain largely along the path of comparatively minor improvement and refinement of detail.

CYCLING AMID MISSOURI HILLS

St. Louis Explorers Visit Old Mining Region—Picturesque Views Reward Strenuous Work on Rugged Roads.

St. Louis, July 10.—Even wet sticky dirt roads, the one great nightmare of cyclists in the middle west, failed to bluff some of the members of the St. Louis Cycling Club out of an interesting tour into south Missouri as far as Arcadia on July 4th and 5th. For the benefit of those unfamiliar with the properties of wet soil in the Mississippi Valley, it may be said that all the cyclist can do when caught on a wet dirt road is to shoulder his bicycle and struggle—simply struggle, and trust to Providence. With the first step you go in ankle deep; the next step is made after a vigorous pull and is accompanied by a peculiar swishing sound. From then on each foot has clinging to it a mass of mud the size and shape of a young watermelon weighing five pounds, more or less.

It had rained hard on July 3 and still looked doubtful that evening, so that there was a reasonable excuse for C. L. Barr, L. C. Davis, C. Lindenschmit, A. P. Laing, O. F. Hassemer, William Sturm, R. Warncke and B. Hirschman taking the train as far as De Soto.

It had been planned to follow the road leading straight south from De Soto to Bonne Terre, the same route that was taken in a reverse direction on the Labor Day tour of 1906. Right here it may be said that this 18 miles stretch is appropriately a Labor Day course in every sense of the word. As the hard rain had converted this road into a trough of sticky mud, the road along McMullen creek was therefore waded through in the hopes of reaching Valle's Mines, 8 miles southeastward. After four miles of tedious travel, the Mississippi River and Bonne Terre R. R. was sighted, and a straight cut through the woods taken in its direction. The well ballasted track bed was ridden for 13 miles to Bonne Terre, and afforded much better going than the muddy highway previously followed.

There were a number of comical performances involuntarily given as the "gang" cycled their way onward. For the entire way there was a hard path along the ends of the ties, while the embankment was about 50 or 75 feet high, with a slant of about 45 degrees, and a surface like a sand pile. Every once in a while some one would get a little careless, ride too near the edge, and over and over he would go down to the bottom.

Capt. A. J. Schmidt left St. Louis at 4.30 in the morning and got to De Soto by 9.15; he looked at the hotel register and saw who was ahead, but could get no clew as to the way they had gone, so he hung about the town till 2 p. m., when George H. Breinig, H. W. Lang and George Lang, who had also ridden down, came along. These four then set out over the original route which had by this time become sufficiently dry to follow. But of the 19 miles to Bonne Terre, 12 were walked—not plain walking, but a constant climbing over loose boulders that roll under your foot, turn your ankle and bruise your shin in one operation; stumbling over stumps, slipping into deep gullies and washouts. It is a fine stretch to get a true appreciation of the bigness of a mile. Whoever laid out this road did not allow the contour of the country to worry him, for the road runs in a horizontal direction as straight as the crow flies. It goes up and down, straight over every upheaval in the way, regardless of the steepness of its sides.

In descending to the banks of the big river, which had to be forded or crossed on the railroad bridge, the road makes a serpentine descent of terrifying steepness through a narrow canon-like formation between two towering mountains. It was in this country that even the veteran Wolzendori found hills he had to walk down.

In order to insure comfort later in the day, stockings were removed, and tied on the handle bars until the creeks were waded through for the last time. There was no more room on the "Kicker's" wheel, so he gave his leg covers to another in the party who was kind enough to carry them and mean enough to run away. Accordingly he was forced to ride around the streets of Bonne Terre with a bamboo hat and white drawers as stockings.

Bonne Terre, a city with much that is good and also much that is bad, marked the end of the strenuous going. Entering it on the evening of the Fourth of July, it did not take the tourist accustomed to the orderly country mud about St. Louis long to discover why the temperance movement is making such alarming progress in some sections of the country. At Bonne Terre were to be seen evidence of the first big lead mining enterprises of Missouri.

With Bonne Terre left behind, the traveling was over a broad macadam road leading southeast through the mining town of Flat River, and thence to Farmington, 16 miles. Although the road is kept in fairly good condition, the bridges are neglected until there are large holes in the floor, and instead of repairs being immediately made, large stones, trunks of trees or other dangerous obstructions are placed in the openings.

Farmington, the county seat of St. Francois county, has long been known as one of the finest country towns in Missouri. Its hotel accommodations cannot be exceled anywhere, and few travelers ever appreciated this fact more than the four cyclists who had covered the intervening 80 miles between St. Louis on a hot day.

Farmington was left the next morning over a road that was first class for five miles southwestward to Doe Run, where are located extensive lead mines and smelters. The scenery was now far different from that farther north. The mountains are long, lofty ridges, enclosing broad, flat valleys, strongly suggestive of the mountain scenery of eastern Pennsylvania or northern New Jersey, though more beautiful. Continuing from Doe Run, the road is mostly up hill, with a poor surface, the worst grades are not of excessive steepness, but are covered with large pieces of granite that years of traffic have worn into a spherical form, so that the roadway has the appearance of being surfaced with cannon balls of assorted sizes.



ROUND PANELS: VIEWS OF LAKE ON IRON MOUNTAIN, CREATED BY EXCAVATING FOR ORE—CENTER PANEL: VIEW FROM PILOT KNOB

After long persistent climbing there is a turn in the road, and suddenly a huge pile of iron ore and refuse loom into view. The huge pile is a relic of the day when Iron Mountain was worked for its ore, and has been undisturbed so long that large trees have grown upon it. When Iron Mountain was discovered it was entirely covered with loose iron ore, and was erroneously supposed to be a solid mass of ore. It was calculated to contain over a billion tons, whereas the hill was exhausted after yielding three million tons.

Leaving Iron Mountain and turning south, Pilot Knob is reached after a five-mile run. Pilot Knob is a famous mountain in several respects. Commercially, it is noted as the huge iron mine that produced over a million tons of very superior ore for steel making and historically, it is famous as the scene of a skirmish during Price's retreat after his notable raid into south Missouri during the Civil War. The remains of the intrenchments can be seen in the valley at the foot of the Knob. Pilot Knob also is famous for the view to be had from its summit, and where there is a fissure where one may drop stones and neither see nor hear them strike the bottom.

Two miles further south Ironton, the county seat of Iron county, is attractive for its accommodations, which remark likewise applied to Arcadia, a half mile further.

Within five miles of Ironton there was so much to be seen that the cycle tourists put in the entire day. A run was made to Graniteville, where are located the extensive granite quarries that have furnished the material for monuments all over the country, likewise the blocks used in paving the streets of St. Louis. Near these quarries are groups of huge granite boulders resting on bare solid granite. Some of these masses, though weighing several tons are so symmetrical and accurately poised that they can be easily rocked to and fro.

Five miles south from Ironton through a beautiful valley, is Buford Mountain, with its manganese mines. On the way is passed what is known as the "shut-ins" with its picturesque scenery and bathing pool.

All of the tourists save one returned to St. Louis by train. The "Missouri Kicker," however, who hates railroading, made a futile attempt to ride back. It wasn't his fault, after 14 miles of pounding over railroad ties that his front fork broke.

"MISSOURI KICKER."

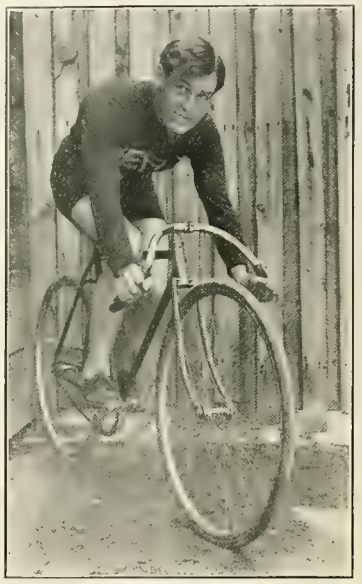
Maine's Motorcycle Census.

By a statement given out from the office of the Secretary of State of Maine it is shown that for the first six months of the current year 63 motorcycles were registered The revenue derived from the registration being the sum of $126. From the date when the present motor vehicle law went into effect, i. e., June 1, 1905, to June 1st of this year, $582 has been brought into the state treasury by motorcycle registration. The Maine law fixes a uniform registration rate of $2 for automobiles and motorcycles.

GILES BREAKS A WORLD'S RECORD

New Amateur Mark for Two Miles Unpaced Set at Ogden—Fast Time in All the Events.

Ogden, July 9.—Despite the fact that several world's records have been claimed on Utah tracks this season the first world's record to be scored this season was made on this track last night. The Salt Lake record dopesters are asleep half of the time so that they are about two years and three days behind the times on the records, as officially kept by the Bicycling World. Ac-



PARLEY GILES

cording to the records officially published in the spring number of the Bicycling World no marks have been bothered in Utah, that is until last night, when Parley Giles broke the amateur record for two miles unpaced against time, when he covered the distance in 4:09. The old record stood at 4;25 and was made by F. S. Dusenburg, at Ottumwa, Iowa, July 24, 1899.

All the events were run in fast time. P. Lawrence winning the mile open from Schnell in the fast time of 1:59⅕. Giles finished third in this event. The quarter mile open proved an easy victory for Albert Crebs, who got off the mark quickest and kept in front all the way.

Although McFarland won the two miles open lap for professionals when he led Wilcox, Hollister and Senhouse across the tape in that order, the veteran circuit chaser could not get up in the mile handicap. Hollister, who had 65 yards, won with McFarland second, and Wilcox third. The time was 1:50⅘. The summaries:

One-quarter mile open, amateur—Won by Crebs; second, McCormack; third, King. Time, 0:29⅘.

Two miles unpaced, against time, amateur—By Parley Giles. Time, 4:09. (World's record.)

One mile handicap, professional—Won by C. L. Hollister (65); second, F. A. McFarland (scratch); third, S. H. Wilcox (30); fourth, J. E. Achorn (115). Time, 1:50⅘.

One mile open, amateur—Won by Percy Lawrence; second, Frank Schnell; third, Parley Giles. Time, 1:59⅕.

Two miles open lap, professional—Won by McFarland; second, Wilcox; third, Hollister; fourth, Senhouse. Time, 4:12⅖.

Five miles motor match, professional—Won by T. M. Samuelson; second, F. H. Whittler. Time, 6:02⅘.

Westfield to Have Two Road Races.

What will probably prove of as great interest locally as any bicycle races held in years will be the two events to be held at Westfield, N. J., on Saturday afternoon, August 8th. The meet will consist of a mile scratch for the championship of Union county, to be run in heats, and a ten miles road race handicap. W. H. Quackenbush, the energetic Westfield dealer is promoting the meet. As Mr. Quackenbush has some "pull" in his home city he has secured permission to have the start and finish of the races in the center of the city so that a large crowd undoubtedly will be out. It is planned to run the championships over a half mile level course and the ten miles race over a course extending 2½ miles in either direction from the start, so that the riders will be practically in view of the spectators all the time. A large list of prizes is being collected, with a bicycle as first place prize in the handicap and a solid gold medal in the championship.

Boy "Stole Only Ten Wheels."

"I stole only ten wheels, captain," was the astonishing statement made by 11-year-old Nathaniel Davis, who was arrested in Indianapolis, Ind, on a charge of stealing a bicycle. The child made this admission after repeatedly denying that he had stolen the machine found in his possession, which he claimed had been given to him by his uncle. Davis was caught in the act of riding away on a bicycle belonging to C. H. Krause, by the owner of the machine, who turned his prisoner over to the police. When questioned at headquarters, the youngster admitted many thefts, but claimed that he had had no intention of stealing the bicycles, in proof of which assertion he explained that after riding the wheels about for a while he would leave them in alleys or other out of the way places. He was held on a charge of petit larceny.

Bicycle Rates on German Railways.

German railways now carry all bicycles at a uniform rate of 5 cents for every 62 miles. The owner of the machine is required to look after it at both ends of the journey.

There are something like 2,150,000 miles of highway in daily use in this country. Of these, practically 2,000,000 miles are of the common or dirt variety.

EXCITING MEET AT SALT PALACE

Fast Time in Attacks on Record Breaking that Failed—Samuelson Wins Despite His Motor Giving Out.

Salt Lake, July 8.—For real excitement, few meets have been held in Zion that will surpass that at the Salt Palace saucer last evening. Although no records were broken, the events were fast and interesting.

The professionals tried to wipe a record off the slate in the two miles open, but although they rode all in Lawson's record of 3:41 came through unscathed. McFarland won the event in 3:55⅗, with Downing a length behind for second, and Hollister some distince in the background.

Percy Lawrence did not break the record, as announced, when he won the three-quarters mile amateur in 1:30⅘. The record is 1:24⅘, held by Walter De Mara. At a lap to go Lawrence jumped and left the bunch anchored. He finished 15 lengths ahead of the field, Mayer getting second place.

Brodback though he had won the two miles lap race, but as he had failed to enter for the event, evading the not overwatchful eye of the clerk of the course at the start, he did not get the prize, although he finished first. The judges gave it to Wright, with Giles second and Lawrence third.

The four-cornered motor paced match race was won by W. E. Samuelson after his motor had given out. He had gained two laps on his field and was riding strong when the motor went wrong. Jenkins, Wilcox and Agraz, being anxious to place as great a distance between themselves and Samuelson, overdid themselves and lost their pace after they had regained the two laps, and Samuelson came along and won out within 50 yards of the tape. Samuelson had two-thirds of a lap the start when the men were sent away, and a great many people thought that he had gained but one lap and held that Wilcox had won the race. The summaries:

Three-quarters mile open, amateur—Won by Lawrence; second, Mayer; third, Crebs. Time, 1:30⅘.

Two miles lap, handicap, amateur—Won by Wright (15); second, Giles (scratch); third, Lawrence (scratch). Time, 4:06.

One mile handicap, professional—Won by W. E. Samuelson (scratch); second, C. L. Hollister (35); third, W. L. Mitten (65); fourth, W. P. Palmer (75). Time, 1;58.

Two miles open, professional—Won by F. A. McFarland; second, H. K. Downing; third, Fred West; fourth, C. L. Hollister. Time, 3:55⅗.

Five miles motor paced, professional—Won by W. M. Samuelson; second, Wilcox; third, Agraz; fourth, Jenkins. Time, 7:54⅗.

Salt Lake City, July 1.—The prettiest race at the Salt Palace saucer meet last night was the amateur five-mile lap race, which brought out a grand finish, and which was hotly contested from the first lap on. The pace set was too hot for J. B. Hume, who had to quit in the fourth mile, and when he dismounted he said he thought he was a "dead one," but would try again. Twenty amateurs started in this race, but the bunch was soon cut down and at the beginning of he fifth mile but eleven men remained to fight it out for the finish. McCormack went to the lead and tacked on to the first man that came around him. Three laps from home Lawrence came around the bunch like a shot out of a cannon and was never headed.

F. A. McFarland easily won the two-mile handicap professional race, stringing out the entire field on the last lap.



A. Walker, of Australia, won his first race since his arrival in this country when he crossed the tape first in the half-mile handicap, professional, riding from the 85-yard mark. With this handicap he covered the distance in :55⅖. None of the scratch men qualified for the race. Palmer beat out Mitten and "Whiskers" Devonevitch beat out West for fourth place.

Brodback won the mile handicap amateur in a hard sprint from a good field. Morris, McCormick and Giles swung into the stretch and crossed the tape but a few feet apart in the order named. The summaries:

One-mile handicap, amateur—Won by Brodebeck; second, Morris; third, McCormack. Time, 2:02.

Five miles lap, amateur—Won by Lawrence; second, Diefenbacher; third, Wright; fourth, Giles. Time, 10:35.

One-half mile handicap, professional—Won by Walker; second, Palmer; third, Mitten; fourth Devonovitch. Time, 0:54⅖.

Two miles lap, open, professional—Won by McFarland; second, Downing; third, Wilcox; fourth, Hollister. Time, 3:57⅗.

Five miles motor match, professional—Won by Whittler; second, Turville.

DEVONOVITCH A WINNER AT LAST

Bewhiskered Russian Wonder Scores His First American Victory—Fast Events on the Saltair Saucer.

Salt Lake, July 10.—The Eighth Wonder of the World was witnessed at the Salt Air saucer track last night when Theodore Whiskers Devonovitch, the Russian Nihilist, won his first race in America. It occurred in the half mile handicap, when the Russian won by inches from Achorn and Wilcox. While Achorn has never been considered more than a sometimes meal ticket scalper, Wilcox has championship aspirations, so that the Russian's victory was not without some glory, after all.

Manager Chapman served a good menu to a large and appreciative crowd and they enthused both when Devonovitch won and when Jack Clarke won the two miles open in the fast time of 3:46⅕. McFarland was second and Mayer third.

Frank E. Schnell showed some of his old time brilliancy last night when he won the three miles open lap amateur from Brodback, Lawrence and Giles in this order. A large field started and there were less than the usual number of falls. The summary:

One-half mile handicap, professional—Won by Theodore Devonovitch, Russia; second, F. E. Achorn, New York City; third, S. H. Wilcox, Salt Lake City; fourth, Fred West, Salt Lake City; fifth, C. L. Hollister, Springfield, Mass. Time, 0:55⅘.

Three miles open, amateur—Won by Frank E. Schnell; second, A. Brodback; third, P. Lawrence; fourth, Parley Giles. Time, 6:16⅗. Laps—Brodback 2, Lawrence 1, McCormack 6, Giles 4, Hume 1, Diefenbacher 3, Herman 5, Schnell 1, Thomas 4, Bird 2.

Two miles open, professional—Won by A. J. Clarke, Australia; second, F. A. McFarland, San Jose; third, Henri Mayer, Germany; fourth, W. L. Mitten, Davenport; fifth, Fred West, Salt Lake City. Time, 3:46⅕.

Five miles motor, professional—Won by F. W. Whittler; second, T. M. Samuelson. Time, 7:33⅘.

Bernal and Chaboya First at San Jose.

Arthur Bernal and Charles Chaboya won the two events held by the Garden City Wheelmen of San Jose, near that city on Sunday, 5th inst. Bernal had a handicap of 130 yards in the mile race. Chaboya finished second from scratch, with Bryant, another scratch man, only a few inches behind. Chaboya took the five miles handicap from scratch, Berryessa, from the same mark, getting second. Bernal, 30 seconds, was third, and Bryant (scratch), fourth.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

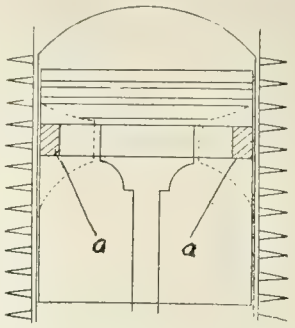
Replacing Tube in Clincher Tire.

When replacing the tube in a clincher tire, care should be taken to clean out the inside of the shoe of all dirt and dust, as the chafing incident to the presence of any grit which may remain is very deleterious to the inner tube. In doing this it is not sufficient merely to scoop out the dirt with the finger ends, after having tapped the cover lightly around the outside. The inside should be mopped out with a dry rag, after which any remaining particles may be gotten out by slightly moistening the rag and sopping them up. Subsequently a good dusting with powdered chalk should be given the cover in order to provide the necessary lubricant.

Simple Method of Securing Wrist Pin.

A novel and simple method of securing the wrist pin in the piston, as recommended by a foreign print, is that of shortening it by a sufficient amount to permit a couple of soft brass plugs to be loosely inserted at either end where they will bear against the cylinder walls. When this has been done, the use of the ordinary set screw may be dispensed with, while the part is perfectly secured against working endwise and scoring the bore as it sometimes does, even in the best regulated of motors.

The parts marked a-a in the accompanying illustration show how this may be done. It is only necessary to saw off a short length of the pin, and to have the brass blocks of the same diameter as the hole in the bosses, barring a slight amount of clearance necessary to give them a loose fit. The brass being softer than the iron of the cylinder wall, will not scar it even if forced against it with considerable pressure, while the freedom of movement permitted the blocks, prevents them from impeding the working of the pin in its bearing. If it is



desired to prevent the pin from turning, the set screw may be retained, though it is not absolutely necessary so long as the pin is a good tight fit in the bosses. From ⅜ to ½ of an inch must be cut from each end of the pin, and in doing this care must be taken to see that the bearing surface given the pin in the bosses is not reduced sufficiently to weaken the piston.

Illustrated Story of a Motorcycle.

In "The Motorcycle for Gentlemen," just issued by the Ovington Motor Co., New York City, is contained all the information which the prospective buyer as well as the merely curious could wish to know about the four-cylinder, Belgian machine which is briefly known by the letters F. N. In tasteful form and arrangement, the story of the huge factory at Herstal, the New York store, and the machine itself, is told, while the important mechanical features of the machine, its engine and transmission, are clearly emphasized by illustrations. It is more than a mere catalogue, for it tells the reasons for many things which the average catalogue omits to explain.

One Difficulty of the Belt Drive.

One serious difficulty with which riders of belt-driven machines have to contend in many cases, arises from the very large diameter of the rear belt pulley. When this is so large that it brings the belt very nearly on a level with the rim of the rear wheel, there is danger of striking, when making turns to the left at a rate of speed requiring any considerable amount of leaning. Similarly, difficulty often arises when passing immediately to the right of a protruding stone. Bent or broken pulleys, parted belts, and occasionally a nasty fall, result from failure to make a proper allowance for this feature, which in many cases amounts to a serious defect

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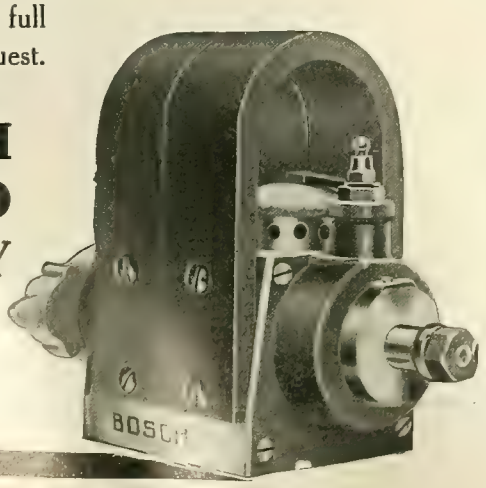
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EXPERTS DISCUSS ROAD PROBLEMS

Three National Bodies and Many States Represented at Buffalo Convention—Important Resolutions Adopted.

With the unanimous adoption of the set of resolutions reported by Charles Thaddeus Terry, chairman of the committee on resolutions and counsel for the American Automobile Association, by which the American Roadmakers' Association, the National Grange and the American Automobile Association pledge themselves to work for the election of national and State legislators who will support the uniform State motor vehicle bill proposed by the A. A. A. and the enactment of the Federal automobile registration bill, the Good Roads and Legislative convention, which was held in Buffalo on Tuesday and Wednesday of this week, showed the first tangible result of the conference which had already given promise of playing an all important part in the development of American highways.

The convention opened in Buffalo, N. Y., on Tuesday with an attendance well up to the expectations of the promoters. Three national organizations were represented—automobile men, farmers and road makers—making the convention the most important and influential for the improvement of the highways that has ever been held in this country. The business of the convention consisted in the main of addresses by men who are recognized authorities on the subjects on which they spoke. A practical as well as educational feature of the program was provided by showing the delegates different kinds of highways in the process of construction, for which purpose several miles of roadway in the vicinity of Buffalo were exhibited in various stages of completion.

One of the important papers read was that of State Engineer Frederick Skene, of New York, embodying a brief historical sketch of the road system of New York State. In regard to the importance of the highway improvement propaganda, he said:

"The necessity for the improvement of the highways of this State is now so well established that argument is scarcely necessary, but in case objections should be raised to the cost of the work, it is well to bear in mind the fact that during the period of 10 years prior to the inauguration of highway improvement by State aid, the United States Government statistics showed a decrease in farm values in only four States of the Union, the greatest occurring in the State of New York and amounting to upward of $70,000,000. Resting, as our prosperity does, upon the financial welfare of the farmers, there can be no question but that any moneys expended for the improvement of the means of intercourse and the transportation of the 12,000,000 tons of farm produce annually raised in this State will ultimately result in benefit to the whole State."

L. W. Page, director of the United States Office of Public Roads, touched upon the delicate subject of "The Effect of Automobiles on Public Roads." He said:

"The pneumatic tire or any type of tire which propels a vehicle," said Mr. Page, "must have sufficient tractive resistance to overcome the load of the vehicle. This, of necessity, must cause a shear on the road surface which varies with the weight and speed of the vehicle. The broken stone road surface has little power to resist a shearing stress, consequently the fine material of which it is composed is thrown into the air. Once lifted from the road, this fine material is subject to the effect of air currents generated by the car body, and subsequently by the wind. In this manner large quantities of the material of which the road is composed are carried from the road and must eventually be replaced, or the road will rapidly deteriorate. Aside from the dust carried from the road in this manner, this shearing force of the motor car has a decided disintegrating effect on the surface of the road."

Of the two remedial courses at hand, one was that of constructing new roads in such a manner as to reduce to a minimum the formation of dust, and the other, to treat existing roads with materials which will give the same results, he stated. How these will work out in practice he would not predict.

Gank of Juvenile Thieves in Milwaukee.

Milwaukee (Wis.) wheelmen have been suffering from the depredations of a gang of youthful bicycle thieves. The police last week discovered what they believe to be an organization of school boys who have successfully planned and carried out many thefts of machines. Six of the youngsters—their ages range from 12 to 15 years—have been arrested and the theft of six bicycles has been traced to them.

The methods employed by the juvenile thieves to escape detection, showed either that the boys possessed an abnormally developed rascality or were guided in their actions by some one older than themselves; if this latter is true the police have not yet found the master mind. The detective who made the arrests say that when two or more wheels had been stolen they would be taken apart and in the reassembling, the tires, sprockets, handle bars and seats would be changed so that the description of a machine furnished the police by the owner of it proved a poor guide for the police in their search. In addition to the interchange of parts the boys repainted the frames. The cases will be heard in the juvenile court.

Elizabeth, N. J., is the latest of a rapidly growing list of lesser cities to recognize the value of the motor bicycle in municipal service. Three machines have recently been purchased for the use of the police department.

BAY STATE ROAD EXPERIMENTS

Trying Processes for Making Highways Durable and Dustless—Interesting Work Begun at Cape Cod.

Massachusetts is prolific in experiments in the direction of preserving roads and abating the dust evil. In the city of Marlboro two contracts have been made with concerns making coal tar preparations, one firm applying the tar after heating it and the other applying it while cold. The stone road is first swept, then a thin tar is sprinkled on and brushed into the surface, after which the sweepings are put back to form the wearing surface.

Another experiment is about to be made by the highway commission in the town of Hamilton. Contracts have been awarded for building a dustless stretch of road. It is planned to tear up a stretch of much traveled highway and to build it over again from the bottom to the top. The bottom course will be laid, as in an ordinary macadam road, of stone crushed to the proper size, which will be rolled down hard. On top of this a layer of stone that has been treated with tar will be laid to a depth of two inches. This will be spread and then rolled solid, the top to be sprinkled with a thin layer of tar. It is not planned to build a tar concrete road, but rather a stone road with enough tar to bind the material together and assure a smooth, hard and dustless surface.

Still another experiment is about to be made by the commission on Cape Cod, where there is no stone to speak of, so that the road must be constructed entirely of sand. A heavy grade of Texas crude oil, containing a large percentage of asphalt, will be used with the sand. The sand road will first be shaped with a road machine, and heated oil will be spread over the surface. A second lot of oil will be sprinkled on when the first coat has been on for two weeks. The surface will then be cut up with a disc harrow so as to mix the sand and oil to a depth of four inches. After this has been done the road will be rolled and the surface sprinkled with a thin layer of sand to absorb the surface oil.

A little work of this sort was done under the highway commission's supervision about two years ago, which has resulted so satisfactorily that the State road officials have decided to adopt the plan for roads on Cape Cod, where there is no material with which to construct stone roads. The stretch treated in this manner two years ago has withstood wear better than had been expected.

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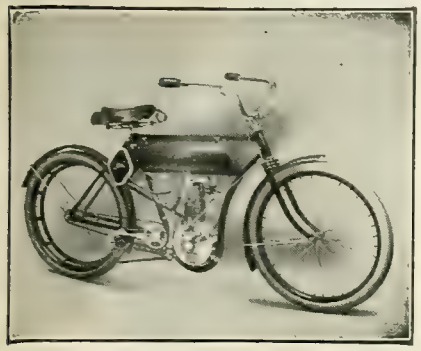
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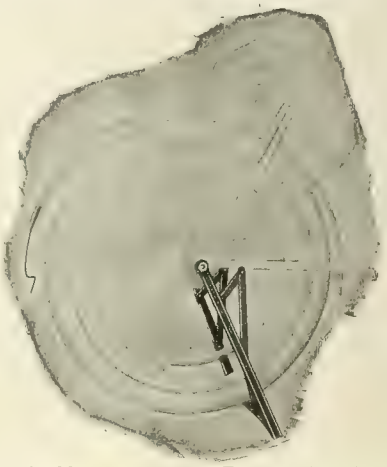
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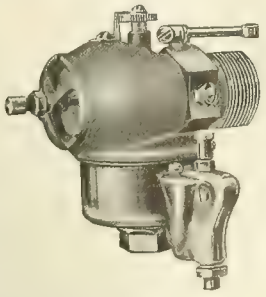


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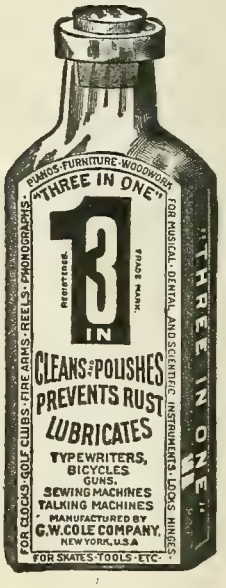
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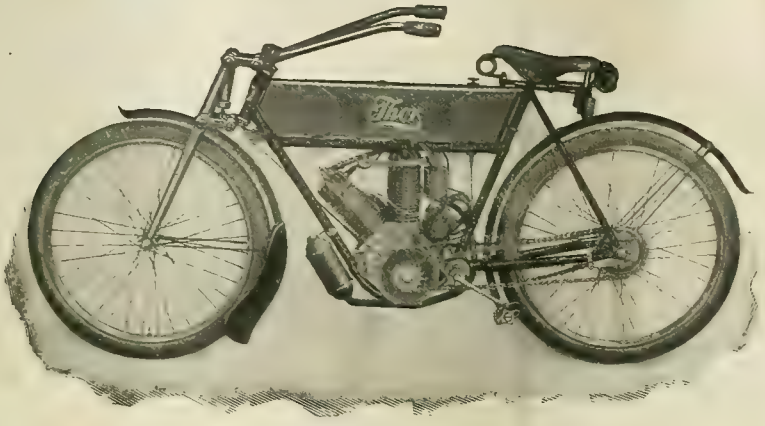
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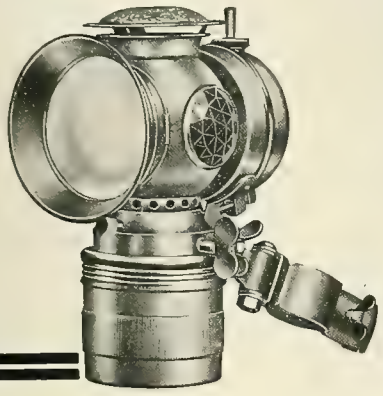
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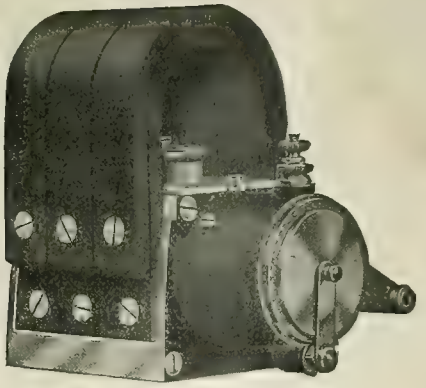


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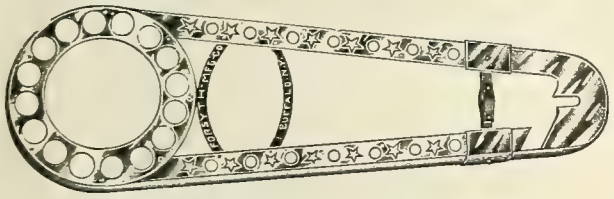
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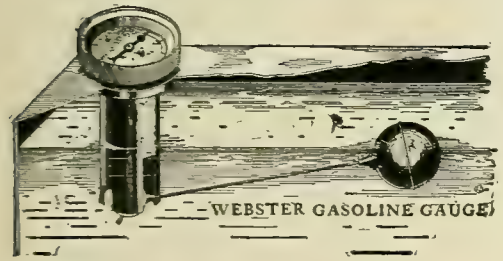
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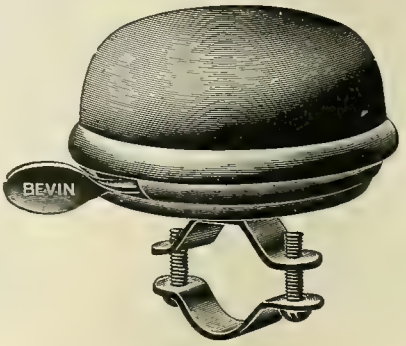


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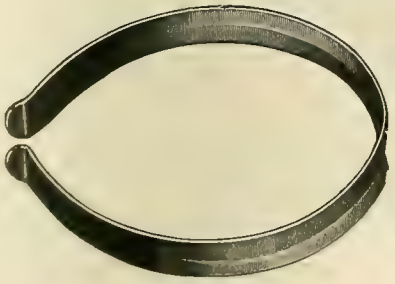
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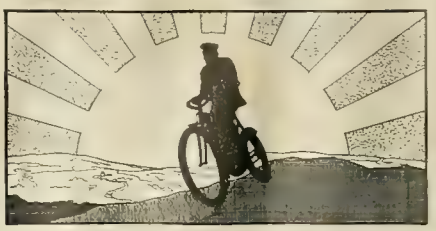
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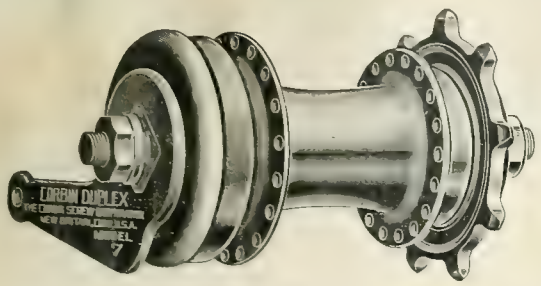
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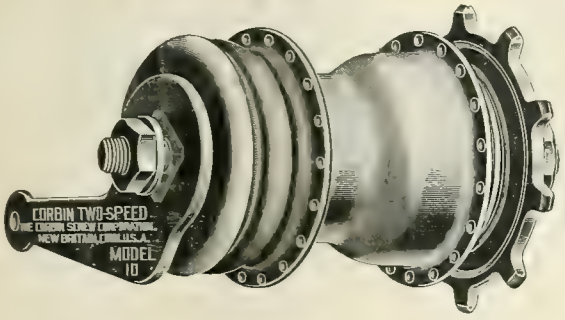
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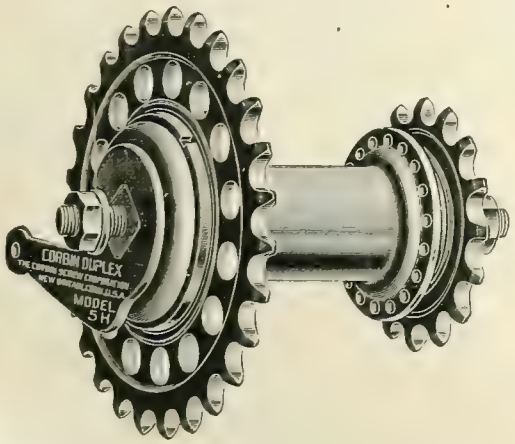


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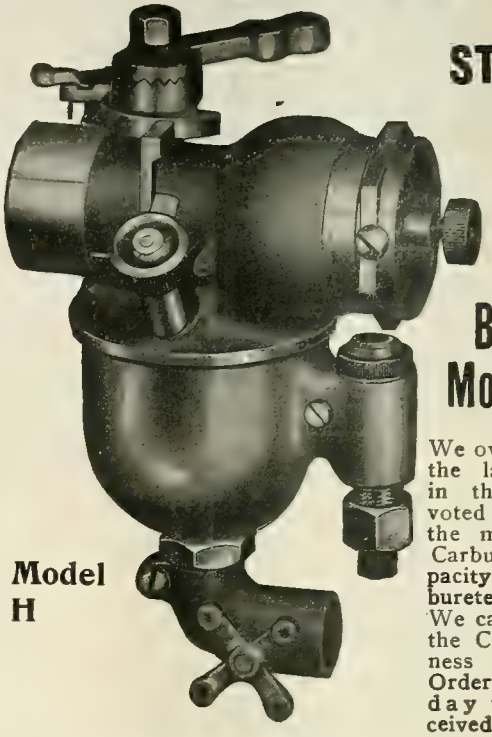
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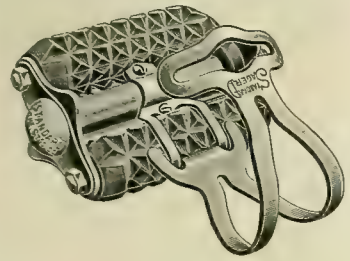
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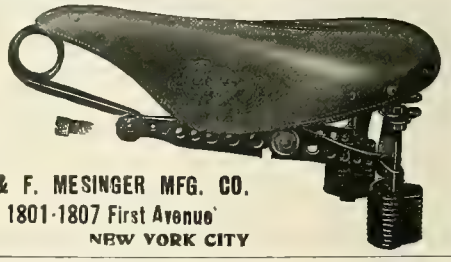


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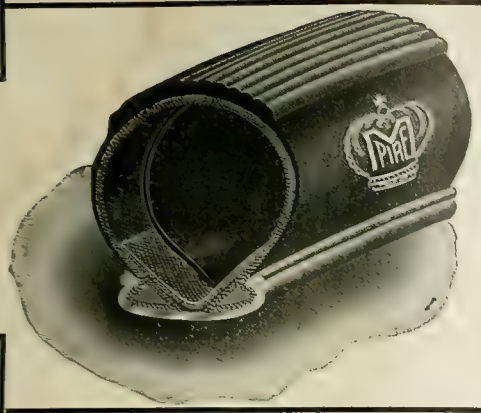
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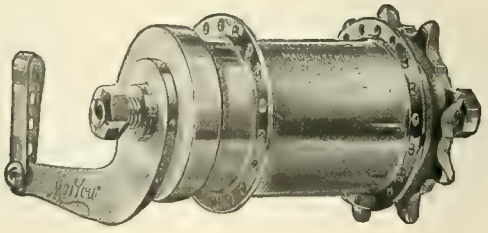
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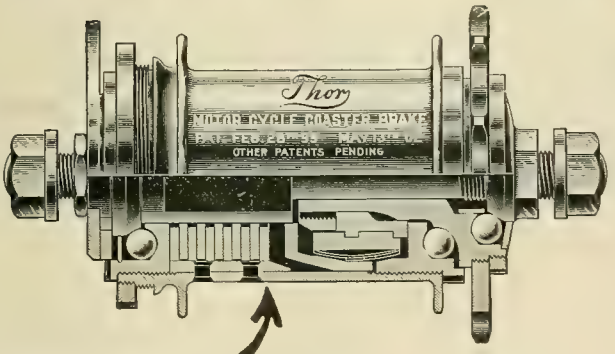
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Thor MOTOR COASTER BRAKES AND MOTOR FRONT HUBS

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Note the **Friction Washers:** These give the *Thor* more braking surface than any other Coaster Brake on the market. Safety of the rider is the **vital point** of a Motor Coaster Brake





Note that the *Thor* Motor Front Hub is **Simplex design.** Ball races and shell **one piece,** giving **maximum bearing surface** for ball race.

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made a remarkable showing in
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Out of 9 machines equipped with these tires, 6 made a perfect score

The only two machines covering the entire eleven hundred miles without a puncture were equipped with Morgan & Wright Tires

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Chicago, July 21, 1908.

MORGAN & WRIGHT, Detroit, Mich.

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I inflated my tires in New York on July 6th, and started on the 1,200 mile grind to this city, over fine roads, rough roads, sandy roads, rocky roads, and none at all in some places.

Your wonderful tires held up without punctures or cuts until, on the 15th of July, just nine days from the start, I arrived in good old Chicago with the same New York air in my tires. The Bailey Tread looked splendid considering the roads and speed maintained at times.

NOT A PUNCTURE IN 1,200 MILES!

I congratulate you upon your perfect product and hope you get the prosperity you so richly deserve.

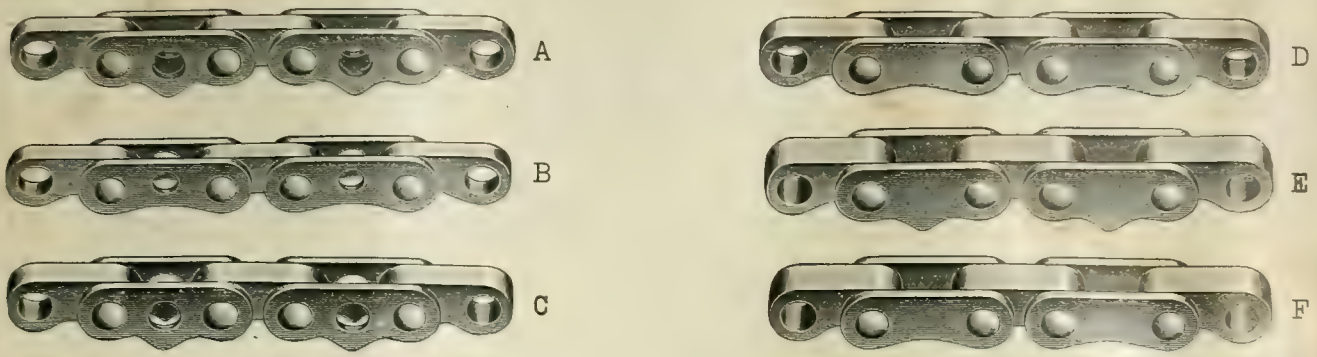
Yours truly,
(Signed) G. W. LYONS.

P. S.—My middle name is "M-W" from now on.

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ARE GOOD TIRES

Made of Woven Auto Fabric

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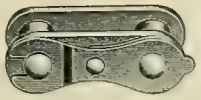
New ⅝-in. Pitch Chain

Roller or Bushing Type



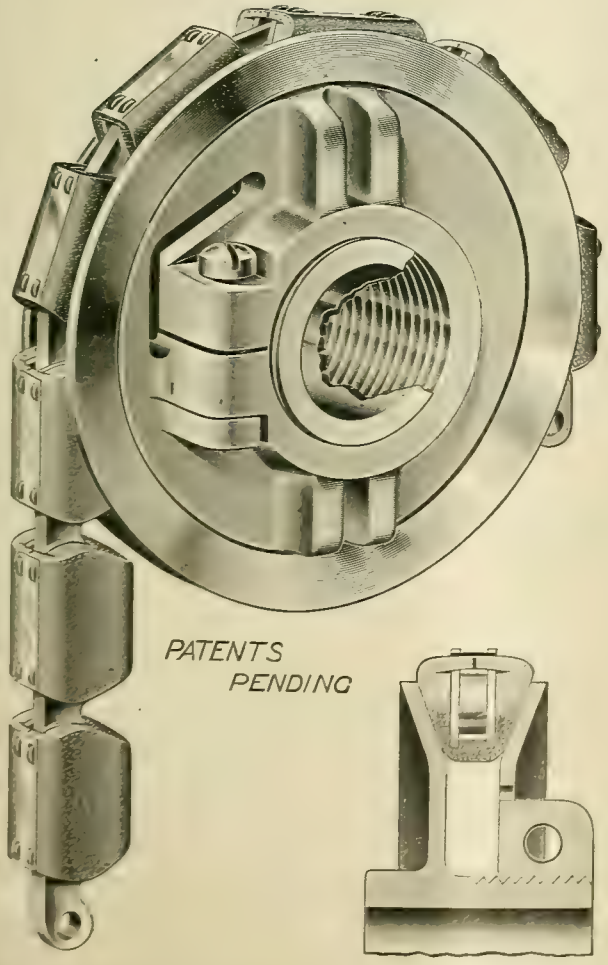
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

COLUMBIA RACERS

have maintained their supremacy for the past thirty years. The racing man who BUYS a racer, usually selects a COLUMBIA. They are light, staunch and rigid, and the best sprint wheels ever made for path or track. Cameron and Weintz, the only American representatives, took them to the Olympic Meet, as they wanted mounts that assured the best possible results.



WALTER A. BARDGETT
On a Columbia Racer.

The season's best race meets are ahead of you. Get well mounted and be prepared for them. Pope dealers everywhere carry racers.

POPE MANUFACTURING COMPANY, Hartford, Conn.

THE

Fauber Crank Hanger

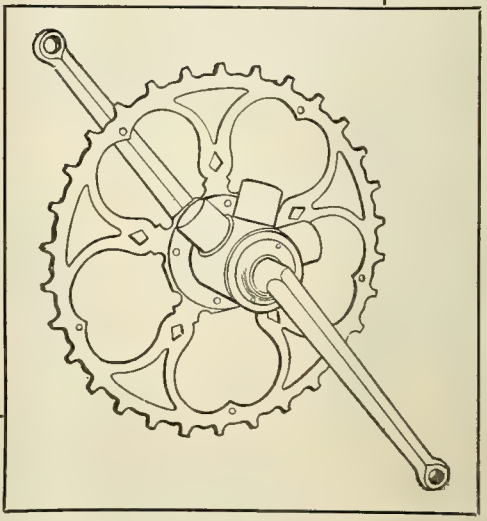
is not only the

WORLD'S BEST HANGER

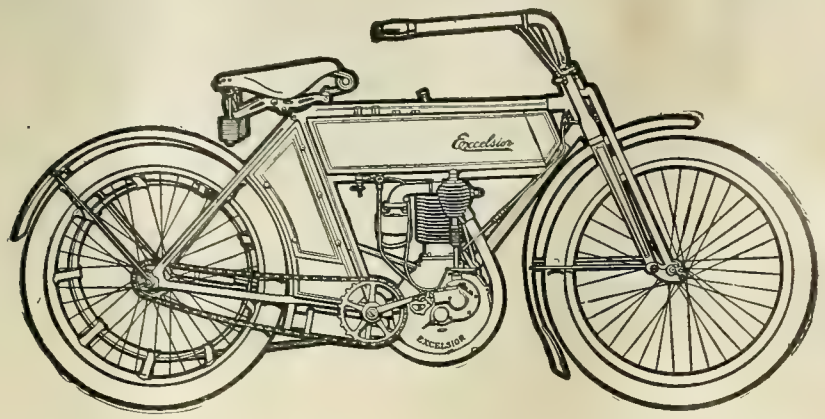
but is the

MOST FAMOUS ONE

It adds "Class" to any bicycle to which it is applied and every dealer knows it. Specify it when you order.



Great Western Mfg. Company, LAPORTE INDIANA



¶ To the casual examiner all motorcycles may look pretty much alike.

¶ The experienced user knows that the things that really count are on the inside.

¶ The EXCELSIOR AUTO-CYCLE is good inside and out.

¶ We claim and stand ready to prove our claim that in the Excelsior Auto-Cycle is both the best material and the best workmanship ever put in a motorcycle.

¶ Add to this CORRECT DESIGN and real practical improvements such as FREE MOTOR, LOW, COMFORTABLE SADDLE POSITION, POSITIVE GRIP CONTROL and a SILENT, VIBRATIONLESS MOTOR, and you have a machine that gives all the comfort and road qualities of a touring car at a cost of maintenance too slight for consideration.

¶ Write for our new catalog, M. C. 20.

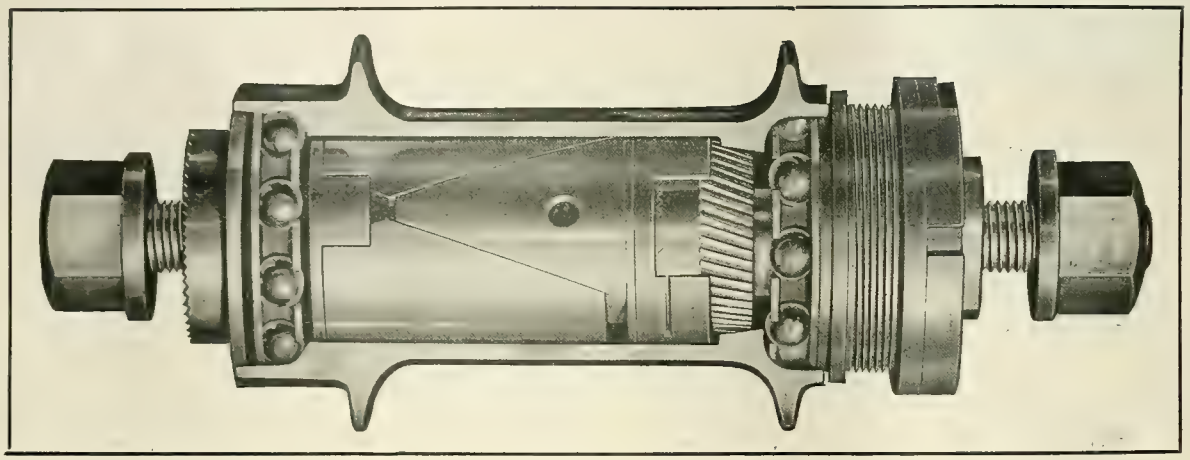
EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

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It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII — New York, U. S. A., Saturday, July 25. 1908 — No. 18

MIAMI MAKES A PATENT PURCHASE

Acquires Robinson's Interests in Coaster Brake Inventions—Will Push His Claims to Basic Rights.

The much involved patent situation in the coaster brake field took a new turn when it became known this week that the Miami Cycle & Mfg. Co., of Middletown, O., which makes the Musselman coaster brake, has purchased the interests of William Robinson, of Brooklyn, in the latter's patent rights which are now being fought out in the Patent Office. Robinson had already been offered and had refused large sums for interests in his rights, but the Miami offer was such that he refused no longer.

Strangely enough Robinson's most important claims have not been actually issued in the form of patents as yet, but he has for years been one of the prominent figures in the Robinson-Townsend-Copeland fight over the basic patent on coaster brakes which has enlivened the Patent Office for some time and which seems now to be drawing to a final decision. The Townsend and Copeland patents are controlled by the New Departure Mfg. Co., of Bristol, Conn., and have been made the basis of many threats of infringement against the other makers. Robinson, however, sets up the claim that the New Departure device infringes his inventions along the same lines and has been preparing a claim of from $100.0000 to $200,000 for accrued back royalties.

All his claims and applications before the Patent Office, some of which are involved in the Robinson-Townsend-Copeland dispute, and others of which have been more or less neglected, are to be taken up by the attorneys for the Miami Cycle & Mfg. Co., for vigorous prosecution under the new arrangement. Robinson's interests in the coaster brake situation came to the attention of the Miami Co. through the recent article in the Bicycling World in which they were explained at some length. With characteristic promptness, C. H. Ballew, of the Miami Co., got into touch with Robinson at once, and coming to New York, closed the deal, thus putting the Miami concern forward as one of the big factors in the coaster brake situation, not alone as the manufacturers of the Musselman, but as the holders of certain basic patent rights affecting the whole field.

Starts Motorcycle Package Service.

In El Paso, Texas, a live business enterprise has been started by J. F. Zimmerman, who has organized a "motorcycle quick package and messenger service." Zimmerman announced that he will carry packages weighing up to 50 pounds, anywhere within the city limits at a charge of 10 cents. Messenger rates are about the same as those paid to foot messengers, though Zimmerman's employes have the advantage over the others in that rapid delivery is assured through the use of motorcycles which they ride when on errands. The proprietor of the enterprise also is the El Paso agent for Indian motorcycles.

New Departure Resumes Full Time.

The New Departure Mfg. Co., of Bristol, Conn., has posted notices announcing an increase of working hours in the plant to the regular schedule of 55 hours a week. The concern makes coaster brakes and other bicycle accessories, and President A. F. Rockwell states that business has been of such volume that full working time is again necessary to keep up with the demand. About 600 hands are affected.

Bigger Business Quarters for Bryte.

M. A. Bryte, who is a manufacturers' agent for many lines of bicycle and motorcycle goods on the Pacific Coast, has moved his place of business in San Francisco, Cal., from 832 Market street to 718 Mission avenue. The brisk business which he has been doing of late has necessitated his getting larger quarters.

UNITE AGAINST CHEAP COASTERS

Brake Makers Take a Decided Stand for High Quality—Results of Manufacturers' Conference.

A decision not to make cheap, low grade coaster brakes of any kind, but to put out only products of high grade material and workmanship, was reached at a special meeting of the coaster brake manufacturers at the Hotel Astor, New York City, on July 21 and 22, after considerable debate. Rumors that some manufacturers contemplated putting out low price, "competition" coaster brakes had been disturbing the trade for some little time, and one prominent maker had gone so far as to announce a cheap model, so that a meeting of the makers was thought necessary in order to clarify the situation. After going over the matter in every phase, considering the interests of the trade, the riders, and the manufacturers themselves, it was agreed that the best course for all of the makers is to absolutely maintain their present high standards of manufacture.

The meeting had the further effect of bringing the manufacturers together for an amicable adjustment of their various differences. A good start was made in this direction, and another meeting is to be held next week, after which it is expected that some of the results will be made known. The fact that the Musselman brake interests of the Miami Cycle & Mfg. Co. were represented for the first time in such a conference lent additional interest to the meeting.

Among those present were Charles Glover, C. A. Earl and W. J. Surre, of the Corbin Screw Corporation; A. F. Rockwell, De Witt Page, and W. H. Graham, of the New Departure Mfg. Co.; L. D. Whittier and R. D. Webster, of the Eclipse Machine Co., and C. H. Ballew and K. R. Jacoby, of the Miami Cycle & Mfg. Co.

ALL WELCOME AT ATLANTIC CITY

Jobbers' Association Invites Non-Members and the Trade Generally to Attend—Selecting Good Speakers.

In extending invitations to the great Atlantic City bicycle trade meeting which is to take place on August 5, 6, and 7, Secretary Fred I. Willis, of the National Association of Bicycle Jobbers, is making it clear that jobbers of bicycles and bicycle sundries and members of the trade who are not members of any of the three associations under whose auspices the meeting will be held, are to be freely welcomed. Special emphasis is also put upon bringing the ladies, in order that the social features of the affair may be enhanced.

The committees of the Cycle Manufacturers Association and of the Cycle Parts and Accessories Association are busy preparing their parts of the program, so that the meeting will be of interest and value to their members. Speakers capable of presenting important phases of trade problems are being selected. Among these are William H. Crosby and W. S. Gorton, and other names are to be announced later.

As stated before, the headquarters of the associations will be at the Hotel Shelburne, while the meetings will take place at the Hotel Dennis.

Funeral of Charles H. Dale.

The funeral of Charles H. Dale, president of the Rubber Goods Mfg. Co., was held on Monday at Larchmont, N. Y., his summer home. Among others to attend were the executive officers of all the companies affiliated with the Rubber Goods Co., and the directors of the United States Rubber Co. As a mark of respect, the different plants and branches of the Hartford Rubber Works, Morgan & Wright, and the G & J Tire Co., throughout the country were closed during the entire day, and on Tuesday they were also closed from 10.30 a. m. to 1 p. m., when the interment, which was private, took place.

As stated in last week's Bicycling World, the death of Mr. Dale was very sudden, being caused by heart disease. He was 56 years old, and in addition to being president of the Rubber Good Mfg. Co., was a director [illegible] United States Rubber Co., the Mer[illegible] Exchange National Bank, and the [illegible] Bank. He was also a member of [illegible] League Club, New York Yacht [illegible]mont Yacht Club, Automobile C[illegible]erica, and the New York Athlet[illegible]

U[illegible] Wants Motorcycles.

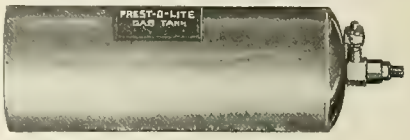
An i[illegible]ition having as its chief bai[illegible]30 motorcycles in one lot[illegible] various motorcycle ma[illegible]e United Cigar Stores, of Ne[illegible] retail selli[illegible] or-

ganization of the tobacco "trust." An elaborate premium scheme is employed by the United Cigar Stores in attracting the public, the premiums to be given in return for certificates issued with purchases. Motorcycles are to be added to the premiums obtainable under this system, and the concern wishes to make suitable advertising capital out of the fact.

After communicating with different motorcycle makers the tobacco people dis-

Gas Tank in Motorcycle Size.

Riders who are tired of having to fill a generator and fuss with carbide whenever darkness overtakes them on the road, may now possess themselves of a system whereby it is possible to secure a perfectly uniform and brilliant light whenever it may be required, merely by turning a stop cock



and applying a match to the burner. The Prest-O-Lite Co., which has been supplying compressed acetylene gas in tanks to automobilists for a number of years has now brought out a "gas on tap" system for motorcycles. This consists merely of a small tank, like that shown in the cut, and measuring 4 inches diameter by 12 inches length, which is piped to any ordinary independent headlight. The tank contains 10 cubic feet of gas, which, with the common ¼-foot burner, is sufficient to give a continuous light for 40 hours. The tank is made of drawn steel, highly nickeled, and when exhausted, may be exchanged for a freshly charged duplicate tank for somewhere about 60 cents, which covers the charging and the cost of the gas itself. There are some 2,200 charging stations and exchanges scattered all over the country, where this transfer may be made. The original cost of the tank is $10.

closed the terms of the arrangement they wished to make. It consists of a bona-fide purchase of 30 machines, but the manufacturer who gets the contract is at the same time obliged to furnish 187 fully equipped machines on consignment. The latter are to be placed in the windows of the numerous branches of the United Cigar Stores in New York City, where they are to be exhibited for 30 days as an advertisement both of the machine itself and of the fact that the tobacco people are giving them away as premiums. The fact that the present demand for motorcycles is such that the makers can hardly fill their orders and that the machines after being exhibited in store windows for a month would be more or less shop worn, not to mention the tying up of thousands of dollars, has made it difficult for the inventors of the plan to get anybody to accept it.

POPE HAGERSTOWN PLANT CLOSES

Manufacture of Bicycles to be at Westfield—Orders for a Second Dividend—Reorganization Expected.

The closing of the Hagerstown (Md.) factory of the Pope Mfg. Co., and the transfer of all the bicycle manufacturing of the company to the plant at Westfield, Mass., is soon to be accomplished, according to reports from Westfield. The Hagerstown plant ceased the manufacture of automobiles some time ago and was given over to the making of bicycles, supplementing the production at the Westfield plant. It is thought that by increasing the working hours at the Westfield plant and making various alterations in the factory and office buildings that the work can all be taken care of at the one factory.

Changes are now under way at the latter, the repair room, the tool room, polishing room, crating room and shipping room being enlarged and altered in arrangement. No immediate addition will be made to the buildings. The working hours have already been increased and provision is being made for a largely augmented office force.

Following the orders of the New Jersey court authorizing the receivers of the Pope Mfg. Co. to pay another or second dividend of 25 per cent. on all the approved claims, a hearing was held before Judge Howard J. Curtis in the superior court at Hartford, Conn., on Tuesday of this week on the motion to permit the receivers to transfer the necessary money to the control of the New Jersey court, in order that the payment may be made.

The lawyers for the receivers asked for permission to transfer $380,000. The receivers in Connecticut have $628,791.97 on hand, which together with all the money that they hold, a part of which will have to go to other jurisdictions, gives them a total of $1,378,000. Opposition was presented to the granting of the order for the transfer, but a compromise was finally reached whereby $300,000 is to be given over to the jurisdiction of the receivers in New Jersey.

Judge Curtis also passed an order giving the Connecticut receivers permission to carry on the business for four months from August 28. A complete reorganization of the company is expected to take place before that time, according to Arthur L. Shipman, one of the attorneys for the receivers.

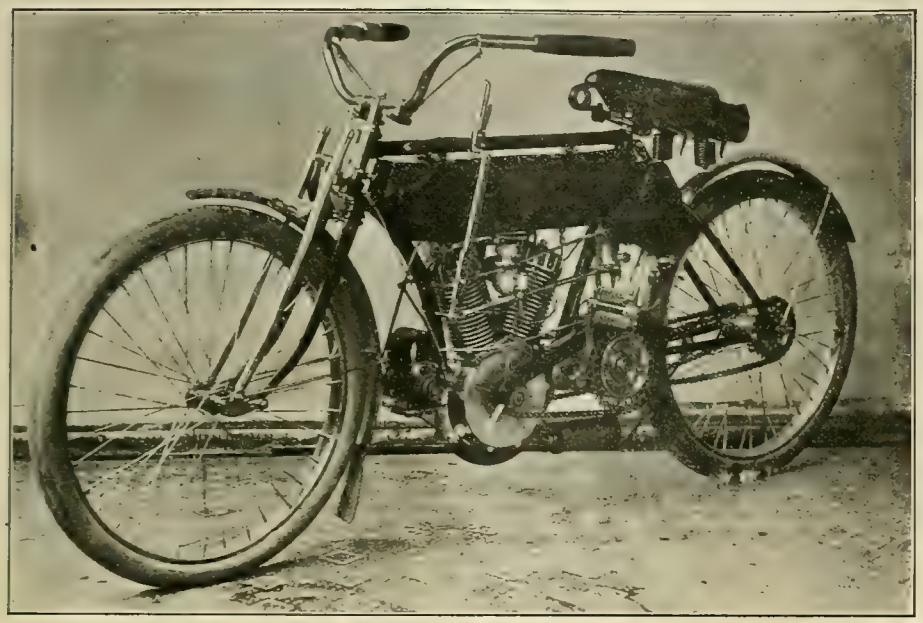
Makes More Money in Machines.

From the ministry to motorcycles is the step taken by Rev. Leonard W. Doolan, of Louisville, Ky. He has an establishment at 403 East Broadway and has taken the agency for the Thor, carrying a full stock of parts and accessories, in addition to the complete machines.

ANOTHER MINNEAPOLIS MODEL

Latest Production Has Twin Cylinders, Two Speeds and a Free Engine—Location of the Magneto.

A substantial companion to "the first American machine to be marketed with a two-speed and free engine equipment," has made its appearance in the new twin model of the Minneapolis motor bicycle which the Minneapolis Motorcycle Co., Minneapolis, Minn., has just got ready to market. Save for the engine, the general features of this correspond to those of the original single cylinder model. The two-speed gear is mounted just behind the bottom bracket, driving to the rear wheel by chain. It is handled by means of a long lever, handily located beside the tank enclosure, and giving either high or low gear, or the free engine arrangement by simple manipulation. This, together with the double grip control and long grips employed, makes the machine a particularly simple and convenient one to handle.



NEW MINNEAPOLIS TWO-SPEED TWIN

The V-type motor is mounted in such a way that the cylinders are equally inclined, thus ensuring a uniform distribution of lubricant, the frame being dropped in such a way that the bottom tube follows the curvature of the crank case. The carburetter is mounted between the cylinders, giving an equal length of intake piping on either side, to equalize the distribution of the gas. Magneto ignition is employed, the magneto being mounted on a substantial aluminum bracket just in front of the bottom tube where it is well off the ground, out of the way, and so placed that the adjustment of its driving chain may be accomplished readily. The cylinders are 2¾ by 3¼ inches, bore and stroke, the rated output being from 5 to 6 horsepower, and the piston displacement, 38.608 cubic inches.

Separate tanks are employed for fuel and lubricant. The oil tank holds 3 quarts, and the gasolene tank 2¾ gallons. The casing is mounted slightly below the top tube and is supported from end to end by the seat post mast and the bottom tube, which, at the front is shaped to correspond with the curvature of the front wheel, or nearly so. The position of the change speed gear back of the mast, necessitates the use of a sharp incline in the latter and affords a distinctive and unmistakable characteristic appearance. The saddle is placed well to the rear, the seat low, and the handle bars are long, thus permitting the rider to assume the favorite position at the back of the mount.

The price of the machine complete and including the full running equipment and magneto, is $325. Although it has been in preparation for some little time, its makers did not announce themselves as ready to make deliveries until this wek.

French Imports Improving.

France continues to manifest an improving appreciation of foreign-made bicycles and parts. During the five months ending with May last, the totals attained a value of $872,400, as compared with $838,500 for the corresponding period of 1907. The net gain was thus $33,800. A slight advance also is revealed in the exports of French cycles and parts, showing a generally improved condition in the entire local branch of the industry. For the period in question the total valuation of export shipments was $488,800, or $17,000 and a little over more than for the corresponding period of last year, when the exact total was $471,600.

Russia has more than doubled the import duty on bicycles which pertained a few months ago.

BRAND NEW ALLOY OF ALUMINUM

"Magnalium" Said to be Stronger and Lighter Than Its Basic Component—Its Greater Adaptability.

Among metals developed in connection with the growing use of the motorcycle, perhaps none has grown more rapidly from a state of comparatively insignificant use to one of extreme importance than aluminum. Notwithstanding the almost universal extent of its present application, however, its use is limited by several considerations—among them its strength, and the fact that it cannot be forged, welded, or even soldered by ordinaary processes. In a new alloy, "Magnalium," which is produced by the Magnalium Syndicate, of Berlin, Germany, many of these defects have been removed, as is claimed, by the introduction of a low percentage of magnesium.

Its value, particularly as adaptable to motorcycle construction, is shown by the statement that it can be forged by hand or drop hammer, handling about like Swedish steel, and that it requires no special skill in treatment, so that it can be worked by the ordinary blacksmith or foundryman. Furthermore, it can be soldered by the use of a special solder, although it cannot be welded. It can be produced in rolled plates, bars, rods, wire and tubing, and in any form shows greater strength than the ordinary aluminum alloys, despite the fact that it is lighter. In machining, it is said to work much like brass, taking about double the tool speed of aluminum. It resists oxidation successfully, is not affected by dry or damp air, water, ammonia gas, carbonic acid, and most organic acids.

The specific properties of the metal, which is produced in several grades, ranging in composition from 90 to 98 per cent. aluminum, are given by its makers as follows. Specific gravity, 2.5, as compared with that of ordinary aluminum, which is 2.64; electrical conductivity, 56 per cent. that of pure copper; melting point, 1,185 to 1,250 degrees F.; specific heat, 0.2185.

Its strength, varying with the method of treatment, is given by the following comparisons. Sand castings, of "Class X" magnalium, 18,491 to 21,336 pounds per square inch, with a reduction of area of 3.75 per cent.; chilled castings, 22,759 to 25,604, with a reduction of 3 to 8 per cent.; Class "A," (90 per cent. aluminum), 69,890, with a reduction of 4.19. The strength increases under rolling and drawing treatment, the hard rolled plates of Class "Z" showing 52,203 pounds per square inch strength, with a 3.7 per cent. reduction, drawn wire, 41,000 to 53,000 pounds; drawn rods, 60,000 pounds, and drawn tubing, 74,000 pounds per square inch. The American agency for the metal has been taken by Morris R. Machol, of New York City, who imports it in ingot, or special forms as required.

Again the R-S Proves Its Worth!



BUILT AND TESTED IN THE MOUNTAINS.

Every R-S entered in the F. A. M. Endurance Contest easily negotiated the rough and mountainous roads in the Catskills and all but one reached New York on time. Of the 3 R-S machines which finished in the run

A PERFECT SCORE—1000 POINTS

was made by one, while the other two made 982 and 975 points, respectively. Not a single machine developed any weakness or defects of any kind attributable to the machine or its construction. Throughout the run R-S machines performed splendidly and consistently, as might be expected of "AMERICA'S BEST."

The highest quality material and perfect workmanship make the R-S what it is—

The Standard Motorcycle of the World

Every machine entered in this run was strictly a stock machine, not special; your money buys the same machine.

We solicit first-class, progressive agents. We are large advertisers and refer all inquiries from their districts to our agents. WE SUPPORT THE AGENT. WRITE US.

READING STANDARD COMPANY, Reading, Pa.

MAKERS RENOWNED READING STANDARD BICYCLES.

A plain tale simply told.



AJAX TIRES

have made good by being made better than the average tire and by being sold on a full "value received" basis.

¶ You can build for the future and profit now by tying up to a trustworthy tire—the Ajax.

¶ May we send you our proposition—now?

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 25, 1908.

Respect for Cycle Racing Laws.

It has long been conceded that in the government of sport the controlling body must be a law complete unto itself. In instances where the justice of this idea has been questioned, courts of law have fully upheld the decisions of the sportsman's court of last resort—the referee. By subscribing to the entry blank, it is held, the competitor pledges himself to the rules and regulations of the controling body. Nominally, the duties of the judges and the referee are confined to the management of affairs connected solely with contested events. But since the government of sport is vested absolutely in these officials, it is evident that their duties must go further; that their rulings must be such as to command due respect for the laws which they establish.

Evidence is not lacking that in the control of bicycle racing that sentiment has been permitted to relax. Not in one or two, but in many ways is a growing disregard for the "majesty of the law" manifesting itself. Here, for instance, is a promoter advertising through the newspapers that "a French pace follower, one of the best sent to this country in years," is about to appear in place of another rider. Whereas it is known that the rider in question has spent the better part of his life within a score of miles of the scene of the proposed event, while his nationality is not Gallic—not by many miles of land and water. Here and there again are unmistakable evidences of riders plotting against one another after the fashion known and forbidden as "teaming," and there are rumors of other acts even worse in their nature, which make for the prostitution of sport and the defrauding of the public.

But as if ill-concealed instances of fake promotions and faked races were not sufficient, the spirit of lawlessness which fosters and encourages them has been permitted to creep out in another quarter. When a competitor so far forgets his obligation to the government which ensures recognition of his work and protects him from fraud and imposition as to revile a representative of the law under which he rides, the offense is not one of man against man, but of the individual against the controlling body. Loss of respect for the official means disrespect to the rules for which he stands, and public condemnation of the act is a matter of self protection. The rider stands in contempt of court.

The prompt action of the chairman of the board of control of the National Cycling Association in imposing a fine upon a rider for using abusive language to an official of a meet, is a step in the right direction. But it should be followed by even more drastic action looking toward the suppression of unlawful practices which are deplorably rife just now, and which, like the incident referred to, indicate a growing indifference to the law.

In affairs of sport, as in affairs of the people, periods of anarchy occur at intervals. Like waves of crime, ripples of outlawry in sport are to be suppressed only by firm measures and the rigid administration of the weapon of correction. In its long history, the National Cycling Association has ruled wisely and well in many things, and has outlived more than one little revolt against its guidance. Just now is manifest one of those periodic spasms of disrespect which mean nothing if quelled in season, but which may lead to endless confusion and entanglement if the backbone of the law is permitted to bend, if the guiding hand relaxes.

A few smart blows of the whip will do the work if administered in time. And with the rapid growth of popular interest in racing affairs just now, it were well not to withhold the blows too long.

Muffler Closing Enforced.

What absolute importance is attached to the campaign against the open muffler, is aptly shown in the action of the Chicago Motorcycle Club, which provides for the expulsion of any member convicted of violating its closed muffler rule on three different occasions. Too many riders are prone to regard the matter lightly for the very good reason that they never have been placed in a position to notice the offensive quality of the practice. To the rider himself, the sound of the open muffler is by no means disagreeable. It tells a cheerful story of a quick throbbing motor, and never smites upon his ear as it does upon that of another placed some little distance away. That the prevalence of the open muffler, particularly in cities, does untold harm to the cause of motorcycling, however, may be judged from stray bits of conversation overheard in public places when an interruption is caused by the sharp cracking of the unmuzzled exhaust of some passing motor bicycle. Where kind words fail harsh deeds must follow, and the action of the Chicago club, though radical, shows the ultimate outcome where hints and mere "resolutions" fail.

Cycling and the Suburban Home.

To the suburban home seeker the problem of transportation to and from his place of business generally is a factor of no small moment. So important is this question, in regard to the elements of both time and expense that real estate dealers largely are influenced in setting their prices on land by its situation in relation to regularly established transportation facilities.

To the frugal or economical bread winner a difference of a few blocks or a few thousand feet from the line of transportation, or even a half mile or mile, should not form a serious objection to the purchase of property which in other respects is satisfactory. The bicycle or motorcycle offers a simple and eminently successful method of covering distance and conserving time. The employment of either machine will serve to remove the objection which often seems unsurmountable when the home in question presents only the one drawback of inaccessibility. Incidentally the alert real estate salesman may discover herein a suggestion which he may apply to his own advantage.

REMPPIS ON COMPETITIVE TESTS

Chairman of Committee to Revise F. A. M. Rules States His Views—Pledges Best Effort in the Work.

In a communication to the Bicycling World, W. F. Remppis, of the Reading Standard Co., Reading, Pa., takes occasion to announce his views in regard to the practical excellence of motorcycle competition from the manufacturer's point of view, and more especially in relation to the government of such competition by the Federation of American Motorcyclists. In this connection he refers to the recent meeting of the F. A. M., as supplying indications that the present rules of competition are not regarded as uniformly fair to all riders and manufacturers alike, the test being, the attitude manifested in regard to his own motion for the appointment of a committee on revision of rules.

"Competitive tests of practical excellence," says Mr. Remppis, "are valuable in the development of the business, provided they are made under rules which guarantee substantial uniformity of conditions and a fair opportunity for every rider and manufacturer, whether large or small, including decisions between competitors that are not only fair and just, but absolutely above suspicion.

"That the present competitive rules are not so regarded, is manifest from the vote on my motion for the appointment of a committee on revision of rules. . . . .

"'The motion was carried,' he quotes from the account of the meeting published in these columns, 'not more than half of those present voting.'

"Suppose that not half of the members present voted, then what is the implication? We have the fact that a large majority of those who did vote voted in favor of my motion. In what more unmistakable way could this majority express its want of confidence in the competitive rules? Then, what of the 'more than half of those present not voting?'

"If it is true that not more than half of those present voted, what inference should rationally be drawn from so many members remaining silent and not voting [illegible] Was this a mark of confidence in fairness and goodness of the rules and [illegible]esult of the working of the rules? [illegible]e remaining silent of so many [illegible]hen so important a matter was [illegible]pon, indicate the absence of [illegible]

[illegible], however, the majority of the [illegible]nt did vote upon the motion [illegible]stantially voted upon twice and each time carried by a very emphatic [illegible]

"My [illegible] competitive rules should be a[illegible]d as fair t[illegible]ll the manufacturers[illegible] old, [illegible] and small, as the laws which are administered in our law courts; and that the decisions between the competitors under those rules should be as just and as free from the appearance of bias as those of the highest law courts in the land.

"For such rules, so administered, I propose to work with all the intelligence and strength that in me lie, and I ask for the kind assistance of all right-thinking members and when those rules shall be established the F. A. M. will at the same time receive a new lease of life upon foundations rational and enduring."

Voigt May Return to Management.

There is likely to be an important change soon in the management of the Newark Velodrome, according to the Newark News, and if present plans are carried out Fred W. Voigt, who successfully conducted the race meets there a few years ago, when the place was known as the Vailsburg board track, will be back in charge.

The present owners are after Voigt to manage the Velodrome, but as yet no agreement has been signed. Voigt is a veteran of the cycling game, and he is considered just the man for the position of manager. He quit the bicycle game three years ago, and since then has been connected with a stock brokerage concern. The summer season is the dull time of the trade, and it is thought Voigt will be able to get a vacation long enough to finish out the season as manager at the bicycle track.

Motorcycles Efficient in Military Service.

Although automobiles employed in connection with the recent military manoeuvres at Pine Plains, N. Y., proved unsatisfactory for the purposes to which they had been assigned, a number of motor bicycles employed for despatch duty at the same time, turned out to be wholly satisfactory, rather to the surprise of some of the officers under whose direction they were run. When Col. Glenn, whose report was adverse to the use of automobiles, was asked about the performance of the motorcycles, he replied:

"The motorcycle tests were not directly under the supervision of Capt. Johnson and myself. However, I understand that the enlisted men were easily trained to handle them and that although they were in constant use for delivering messages in the camp, on the terrain, and even as far as Watertown the machines behaved beautifully. The motorcycle, it appears, is a success."

Cycling Cops to Protect Fruit.

That motor bicycles may be advantageously used in connection with police duty aside from their service in inforcing the speed laws, is proved in the case of the police department of Springfield, Mass. The Springfield policeman who does duty on Northampton street has been furnished a power bicycle, the principle use of which will be to enable him to protect the fruit trees on his post from the depredations of a gang of hoodlums who have shown no fear of unmounted police. The Northampton street post is a long one and a proper patrolling of it required either two men on foot or one on a bicycle, and the Springfield authorities decided on the cheaper and more efficient method of protecting property.

Indianapolis Seeks to Enforce a Shakedown.

In addition to the State registration fee the controller of Indianapolis, Ind., is seeking to compel motorcyclists to pay an annual city license fee in addition. Several motorcycle riders have been arrested, but there was some doubt in the controller's mind as to whether the power driven bicycles should be compelled to pay the $3 motor car fee or the $1 bicycle fee, as the city ordinance is not clear on the subject. The matter will not be definitely settled until a decision is rendered by the courts.

No More Meets at the Garden.

There will be no more bicycle races in Madison Square Garden until fall, a decision to this effect having been reached by P. T. Powers this week. Owing to the hot weather and counter attractions in New York City, the meets have not been well attended and for this reason the races have been postponed.

In September Powers contemplates promoting a 24-hours team rce and a six days race on the two hours per day plan.

"Your paper has been for a number of years a welcome weekly visitor. It is getting more interesting each year. I do not care to be without it, so please send it another year and oblige—O. W. HESS, Union Bridge, Md.

COMING EVENTS

July 26. Valley Stream, L. I.—Century Road Club Association's 20 miles handicap road race.

August 5, 6, 7, Atlantic City, N. J.—Annual mid-summer meetings of Cycle Manufacturers Association, Cycle Parts and Accessories Association, and National Association of Bicycle Jobbers.

August 8, 9, Brooklyn, N. Y.—Century Road Club of America's annual combined moonlight and double century runs; open.

August 8, Westfield, N. J.—One mile championship of Union county, and 10-miles handicap road race; Union county riders only.

August 22, Richmond, Ind.—Richmond Bicycle Dealers' Association's 16½ miles handicap road race; open.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

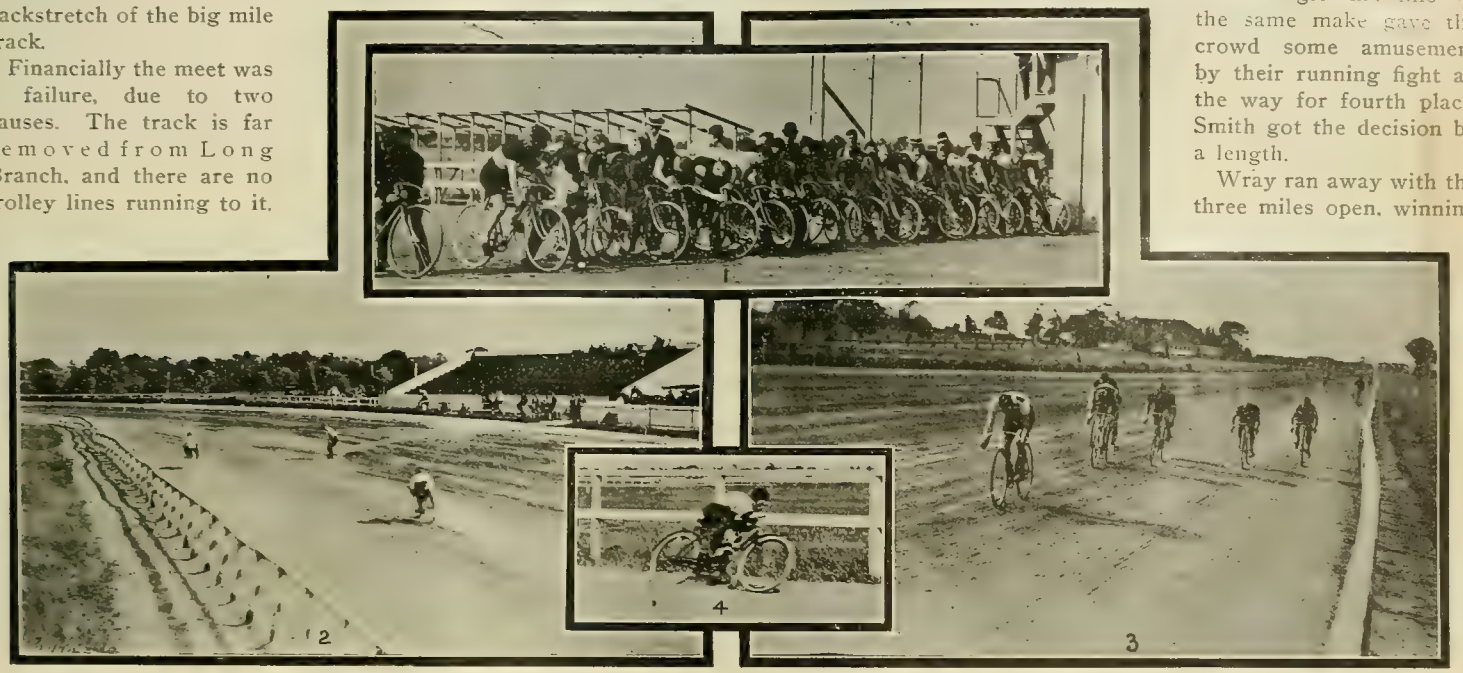
September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

FIGHTING FINISHES AT ELKWOOD

Bedell Outrides the Kramer-Fogler Combination—Motorcycle Races the Big Feature of the Meet.

Fortunately for the success of it from a sporting standpoint, the Elkwood Park meet at Long Branch on Saturday afternoon last, 18th inst., included three motorcycle events. Had it not been for the motorcycle events the program would have dragged, for although the bicycle events brought out fighting finishes that is all the spectators saw of the riders, as they were completely lost on the backstretch of the big mile track.

Financially the meet was a failure, due to two causes. The track is far removed from Long Branch, and there are no trolley lines running to it.



1. START OF 5 MILES CHAMPIONSHIP RACE. 2. DUSTING UP THE HOMESTRETCH. 3. JOHN BEDELL WINNING PROFESSIONAL HANDICAP. 4. "GOING SOME" ON THE POLE.

The only way to reach Elkwood Park is by stage or walking, unless one is fortunate enough to possess a car or be on joy riding terms with some one's chauffeur. The meet was gotten up too quickly, and not many people in Long Branch knew of it. For that reason there were less than 1,000 paid admissions inside the gate.

Despite the fact that the meet was promoted in a week's notice both the bicycle and motorcycle events were will filled, the former including the five miles national championship for professionals, and the motorcycle division had the ten miles Eastern District championship. The biggest surprise of the day was when John Bedell outrode the Kramer-Fogler combination and won something like 20 yards in the championship.

Bedell's riding was of the 24 karat variety. As stated the track was so large that one couldn't see what was taking place on the back stretch, but the spectators did see one rider suddenly jump out from the bunch in the last stretch of the five miles championship. It was Bedell and he simply rode Fogler and Kramer off their feet. There was a big gap of daylight between him and Kramer when they finished; five yards separated Kramer and George Wiley, the latter finishing that distance in front of Bardgett. There were mile prizes in the championship and Floyd Krebs won the first in 2:17⅗, Hill getting the second in 4:49⅗. Fogler led at the end of the third, and Vanoni rather cleverly captured the fourth.

Bedell was really almost the whole show for he also won the two miles handicap, Kramer retiring before the finish. Root got second, and W. S. Fenn was third. N. M. Anderson had little difficulty in winning the one mile consolation for the cash chasers, Rupprecht having enough speed to land second over J. T. Halligan.

Because of the excessive heat the ten miles open for amateurs was reduced to five miles, and Fred Hill, the Boston crack proved that he is equally at home on a flat dirt track as he is on a small banked saucer. In addition to winning the lap prize Hill won the final sprint, Carl F. Ericson, of the Empire City Wheelmen, and Hardy A. Jackson, the indefatigable president of the International Cycle Association, furnishing two big surprises when they finished second and third, respectively. P. C. Heidrick won the mile handicap from the 140 yards mark, with John A. Eubank, Empire City Wheelmen, on the mark five yards behind, in second place.

The features of the three motorcycle events—the three miles open, five miles handicap and ten miles Eastern District championship, all for machines not exceeding 61 cubic inches piston displacement—was the work of W. H. Wray, Jr., of Bay Shore, who contrary to expectations, rode a two cylinder Indian instead of a Peugeot in the open and handicap, both of which he won; and the consistent running of Goerke and Valiant in the ten miles championship.

A big field lined up for the five miles handicap. A local rider on a single stock R-S had the limit, 1:30, with four riders on 35 seconds. Valiant, on a single Indian, proved the quickest starter, and he left his co-workers anchored, overhauling the limit man the first time around. He was not destined to hold his lead long, however, for in the second mile, Wray, Goerke and Chapple went by with a rush. Wray led all the way after that, winning by nearly a quarter of a mile, with 50 yards between Goerke and Chapple. Russell Smith, Scarsdale, N. Y., on a double Indian, and Valiant on a single machine of the same make gave the crowd some amusement by their running fight all the way for fourth place. Smith got the decision by a length.

Wray ran away with the three miles open, winning by more than 200 yards from Smith, with the same distance separating him and Goerke for third place.

The ten miles Eastern District championship brought out ten starters and Valiant again got off the mark quickest. Goerke opened up a lead on the back stretch, an advantage which he maintained until the finish. The surprise was furnished by Valiant. At the end of the first mile he was in sixth position, but began to overhaul the others in the next two miles, and at the fourth mile he had worked into second position, with Goerke nosing out a lead in front. Shotwell did not begin to get into the running until after the fourth mile, and from then to the finish the running of the three leaders was remarkably consistent, a majority of the miles being reeled off in one minute flat. Goerke won by a little less than a quarter of a lap with a few yards separating Valiant and Shotwell for second and third positions.

Jacob Derosier, who broke the world's mile record on July 5th, was on the program to go against the five miles record.

His trial came last and as the machine he used had been in the other thre events the tires were worn to such an extent that Derosier was afraid they would not stand the strain for more than two miles. He went that distance from a flying start, the second mile being covered in 58 seconds. The other motorcycle events were from standing starts. The summaries:

One mile bicycle handicap, amateur—Won by P. C. Heidrich, Dobbs Ferry (140); second, John A. Eubank, Empire City Wheelmen (135); third, J. O. Lange, Newark, (100). Time, 2:03⅘.

Three miles open motorcycle, for machines not exceeding 61 cubic inches piston displacement—Won by W. H. Wray, Jr., Bay Shore (Indian); second, Russell Smith, Scarsdale (Indian); third, Walter Goerke, Brooklyn (Indian). Time, 3:16⅘.

Five miles National Cycling Association championship, professional—Won by John Bedell, Lynbrook; second, Frank Kramer, East Orange; third, George Wiley, Syracuse; fourth, Walter Bardgett, Buffalo. Time, 12:05⅘.

Five miles motorcycle handicap, for machines not exceeding 61 cubic inches piston displacement—Won by W. H. Wray, Jr., Bay Shore (Indian), scratch; second, Walter Goerke, Brooklyn (Indian), scratch; third, E. A. Chapple, New York City (N. S. U.), 20 seconds; fourth, Russell Smith, Scarsdale (Indian) 20 seconds. Time, 5:22.

Two miles handicap, professional—Won by John Bedell, Lynbrook (40); second, E. F. Root, Boston (80); third, W. F. Fenn, Bristol (60); fourth, Charles Vanoni, Italy, (110). Time, 4.13⅗.

Five miles open, amateur—Won by Fred Hill, Boston; second, Carl Ericson, Brooklyn; third, Hardy Jackson, New York City. Time, 12:39⅘.

Ten miles F. A. M. Eastern District championship, for machines not exceeding 61 cubic inches piston displacement—Won by Walter Goerke, Brooklyn (Indian); second, Frank L. Valiant, New York City (Indian); third, E. A. Shotwell, New York City (Indian). Time, 10:19⅗.

One mile consolation, professional—Won by N. M. Anderson, Denmark; second, Edward Rupprecht, Newark; third, J. T. Halligan, Newark. Time, 2:16⅕.

Is Karl Kron Still Riding?

An old fashioned high wheel bicycle, scooting in and out through the traffic on the Brooklyn bridge was an object of special interest to New Yorkers last week. Its rider, a short, stout individual, pedaled briskly along apparently oblivious of the interest and comment his mount excited. A police officer on the bridge is authority for the statement that 12 years have passed since a similar vehicle appeared on the connecting link between New York and Brooklyn. Nobody has indicated any knowledge of the wheel rider's identity and the question arises whether Karl Kron still is pursuing his ambition to pile up miles.

EFFECTS OF THE CHICAGO TOUR

Discussion Created as to Modifications for Future Events—Creating Motorcycle Interest and Enthusiasm.

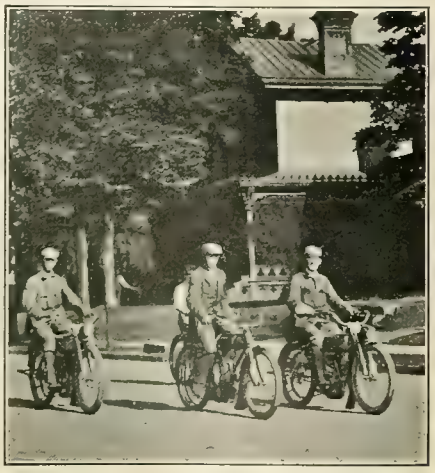
As a result of the New York to Chicago motorcycle tour of 1,112 miles, which ended successfully last week, considerable discussion has been aroused in trade and club circles as to the possibility of getting up other tours in which a larger participation



INDIAN TEAM LEAVING BUFFALO

by private owners might be ensured. It is agreed by those in the New York-Chicago affair that it would hardly do to make it quite so strenuous for riders who would join simply for pleasure.

Because of the nature of the roads selected and the fast schedule laid down for some of the days, the participants in the run to Chicago felt at times that they were on anything but a "tour" in the sense in which



WOODWORTH AND LYON ON EXCELSIORS

the word is generally understood. They had little time to admire the scenery or to pause for wayside frivolites. The possibility of delays because of tire punctures or other troubles made it seem advisable to run ahead of the schedule's average, so that in case repairs were necessary there would be sufficient time to make them and still get into the checking station at the proper hour. As proved by the results, the fear of tire trouble at some time during the long trip was justified by the facts, only two of the twenty riders making the whole distance without a puncture or tire difficulty. These were C. S. Hinckley (Thor), and George W. Lyon (Torpedo), both of whom used Morgan & Wright equipment.

No question was raised that the tourists were not well taken care of by the tire people, as in this respect they had much to be thankful for. Not only the nine riders of Morgan & Wright tires, of whom six had perfect scores, but the riders of Empire and G & J tires, as well, were looked after in good style. The G & J Tire Co. even went so far as to have its own automobile follow along the road, while the Empire man accompanied the tour from point to point by train. As a result of this good care the G & J people had the honor of putting through the only perfect score team, and the Empire people the pleasure of a creditable showing for their representation.

The selection of a route which would give more pleasant riding than did the Chicago trip would also be important, as it is the opinion of many of those who went through, that such roads as they met in places would discourage the man motorcycling just for the enjoyment of the thing. According to one of the contestants, the roads at some points were the worst he ever encountered.

"In my opinion," he said, in speaking further of the tour and the possibilities of the future, "it would be better to get up a real pleasure tour over fine roads than to run anything as hard as the Chicago trip was, unless the latter were to be made strictly an endurance contest with the full machinery for checking results that such a competition would require. The easy pleasure tour, which all engaged in it might enjoy and which all could go through without mechanical trouble or physical strain, would have a splendid effect in creating motorcycling enthusiasm and would make a better impression on the public."

So far as the results of the New York-Chicago contest are measurable in their effect on the public, they seem to have been favorable, as considerable space concerning the riders and machines was given in the newspapers along the route as they went through, and much interest created. The congratulatory telegrams and letters which poured in on the winning Indian team showed that the affair was being watched by people all over the country, while the Excelsior team, which came within ten points of tying the Indians, derived its share of benefit. The perfect scores made individually by riders of other makes, such as the Merkel, Thor, Torpedo, and R-S, and the good work of the Lights, have provided capital for excellent argument refuting any doubts on the capacity of these motorcycles to stand hard work.

KRAMER WINS TWICE AT GARDEN

Fogler Creates a Scene—Beyerman Rides Sensational Heat—Moran-Butler Match Proves a Fiasco.

Frank L. Kramer, of East Orange, N. J., made a remarkable ride at Madison Square Garden, New York City, on Monday night last, 20th inst., when he won the mile handicap, covering the distance from scratch in 1 minute 55 seconds, the fastest time on that ten lap indoor track for the distance. Kramer was helped in his fast ride by Joe Fogler and E. F. Root, who appear to be his team mates in some races. Only a medium sized crowd was in attendance at the meet.

The Kramer-Fogler combination, which appeared to have the additional help of John Bedell, got its best, and in the same breath, its worst work in the five miles open. The event had lap money and mile prizes. Vanoni took the first four laps and then Ashurst gathered four before Vanoni moved up to the front again and won the first mile without hindrance. Anderson led for two laps, the 14th and 15th, and Vanoni corralled two more before Wiley moved to the head of the procession. The little Syracusan led for 15 times around, winning the second and third mile prizes, his team mate, Anderson, taking the fourth. Smith, Halligan, Vanoni and Root quit in the last mile, and Rupprecht was unfortunate to fall at two laps to go. The Big Three combination got to working in the lap before the bell, and the only rider who had nerve and speed to put up a fight against it was Walter Bardgett, and he couldn't get past all three men, with Fogler in front of Kramer, and John Bedell protecting the East Orange rider's rear wheel.

Bardgett looked for the referee to protest immediately after the finish of the race, but could not find him. Since the beginning of the season the Bicycling World has taken a decided stand against the unfair teaming tactics of Kramer and Fogler, and when Fogler saw the Bicycling World's representative standing in the infield his guilty conscience must have apprised him that cognizance would be taken of the teaming. Without provocation he rushed across the track and called the Bicycling World man several foul names. As the object of his attack happened to be an official at the meet, Fogler got himself into trouble, as detailed elsewhere. Before the race started Fogler was sitting in the arena loudly announcing that he and Kramer always team and that there is no one else who can defeat them.

The mile professional handicap was a race from the start. The limit men had such good marks that Fogler and Root had all they could do to get Kramer up to within striking distance three laps from the finish. Rupprecht had the bunch out in front, but in the closing laps he could not take them quite fast enough to keep Kramer out, and the champion won by five lengths in the record time for the Madison Square Garden track of 1:55.

The paced race between Butler and Moron was pretty much of a fizzle. Moran punctured his front tire at 1 mile 2 laps and the event was stopped, the mile amateur handicap final being run meanwhile. The original distance had been ten miles, but on the restart Moran asked that it be made five miles, and it was done accordingly. Butler gained slightly in the first three miles and was chasing Moran out of the stretches when his rear tire went flat at 3½ miles. Moran continued and finished in 8:31⅖.

Charles Stein, the Irish-American A. C.'s crack proved the quickest starter in the quarter mile open and he held the lead until the finish, winning by three lengths from William Vanden Dries, of the New York A. C. Oscar Goerke, National A. C., and Fred Hill, Armory A. A., had a real fight for third place, but the former got the prize by an inch or so.

The feature of the mile handicap was the plucky effort of Adam Beyerman, the lowest marker in his heat, to cut down the big lead of the men out in front. Beyerman made a fine ride, the only one of the meet sufficiently meritorious to bring the crowd to its feet in a prolonged burst of cheering. A bad spill marred the final heat, Clarence Carman and William Penn falling. Penn almost brought Jerome Steinert down with him, but the Hicksville A. C. man held his own wonderfully well when it seemed that he would be dashed against the railing which surrounds the top of the track, and he managed to finish in third position. The race was easily Steinert's until the time of the accident.

The summaries:

One-half mile novice—Won by Samuel Rein, Brooklyn; second, Frank Leon, New York City. Time, 1:06⅖.

One-quarter mile open, amateur—Won by Charles Stein, Irish-American A. C.; second, William Vanden Dries, New York A. C.; third, Oscar Goerke, National A. C.; fourth, Fred Hill, Armory, A. A. Time, 0:31.

One mile handicap, amateur—Won by William Morrison, Canarsie Wheelmen (140); second, Philip Kury, New York (135); third, Jerome Steinert, Hicksville A. C. (80). Time, 2:01⅖.

One mile handicap, professional—Won by Frank L. Kramer (scratch); second, Edward Rupprecht (80); third, Alfred Ashurst (90); fourth, Saxon Williams (110). Time, 1:55 (record for the track).

Five miles open, professional—Won by Frank L. Kramer; second, Joe Fogler; third, John Bedell; fourth, Walter Bardgett. Time, 10:51⅕.

Five miles motorpaced match—Won by James F. Moran, Chelsea. Time, 8:31⅖. Nat Butler punctured at 3½ miles and did not finish.

POLICE BAR SUNDAY NIGHT MEET

Eleventh Hour Interference Causes Sudden Change in Newark Program—Races Held in the Afternoon.

Due to a sudden advancement from evening to afternoon there was a decrease in the attendance at the Newark Velodrome Sunday last, 19th inst. It had been planned to hold the meet at night, and thus inaugurate electric light racing for the summer, but an eleventh hour stop was put to the plan by the police.

The promoters evidently forgot to reckon with the possibilities of police interference when they planned to hold Sunday night racing, for it seems that they installed an expensive lighting plant and made all preparations without asking if the police minded. At any rate Police Captain Oscar Vogel, of the Fourth precinct, Newark, on Saturday issued an edict against Sunday night racing. It was stated that the order issued was the outcome of complaints made by residents of the Vailsburg section where the track is located. The residents asserted that the racing, with its accompanying band music, would create a nuisance, by disturbing the peace of the community. Because of the edict by the police the promotors made a hurried attempt to hold the races Sunday afternoon, but several of their professional cracks and a big bunch of amateurs already had made arrangements to ride at the Clifton Stadium.

There was a diversity of opinion over the action of the referee in disqualifying Charles Stein, of the Irish-American A. C., and William Wehner, the latter only just breaking into the game, when they finished first and second, respectively, in the one mile amateur handicap. Stein and Wehner came through on the pole, but the majority of the spectators thought they had plenty of room, as the rest of the bunch clearly was riding wide on the turn. It looked as though Stein and Wehner did not come inside the black line which marks the pole limit, but the referee evidently saw it another way and they were disqualified. The spectators hooted and hissed the decision. Wehner scored an easy victory in the half mile novice, winning over Harold Scott, of the Lakerim A. C.

John Bedell, who sprang a big surprise at Elkwood Park, Long Branch, Saturday, when he won the five miles national championship and the two miles handicap, came in for a share of the money by finishing second to Kramer in the five miles open and second in the repechage heat of the Velodrome Sweepstakes, the final of which will be run next Sunday. Edward Rupprecht, also, who is showing marked form, won the repechage of the sweepstakes event, got second in the open handicap, and fourth in the five miles scratch. The summaries:

One-half mile, novice—Won by William

Wehner, Newark; second, Harry Scott, Lakerim A. C.; third, Joseph Hassinger, Brooklyn. Time, 1:12⅕.

One mile handicap, amateur—Won by William Morton, National Turnverein (120); second, M. Vanden Dries, Lakeview A. C. (60); third, E. Tower, New York (120). Time, 2:51⅕. Charles Stein (scratch), and William Wehner (125) finished first and second, respectively, but were disqualified.

One mile handicap, professional—Won by Edward Root, Boston (50); second, Edward Rupprecht, Newark (70); third, Alfred Ashurst, Newark, (90); fourth, Thomas Smith, Newark. Time, 1:56⅗.

Two miles Velodrome Swetpstakes, professional repechage handicap—Won by Edward Rupprecht, Newark (70); second, John Bedell, Lynbrook, L. I., (35); third, Joseph Fogler, Brooklyn (scratch); fourth, Teddy Billington, Vailsburg (160). Time, 4:42⅖.

Five miles, amateur, open.—Won by Maurice Vanden Dries, Lakeview A. C.; second, Charles Stein, Empire City Wheelmen; third, Ernest Jokus, National Turnverein. Time, 11:46⅖.

Five miles, professional, open—Won by Frank Kramer, East Orange; second, John Bedell, Lynbrook, L. I.; third, Floyd Krebs, Newark; fourth Edward Rupprecht, Newark. Time, 10:46⅗.

Unlimited pursuit race, amateur—Won by Charles Stein, Maurice Vanden Dries and J. B. Hawkins defeating E. Tower, Walter Schlee and Edward Siefert. Distance, 2 miles and 2 laps.

Unlimited pursuit race, professional—Won by Joseph Fogler, John Bedell and Edward Rupprecht, defeating Frank Kramer, James Moran and Edward Root. Distance, 2 miles and 2 laps.

Fogler Gets Into Trouble.

For being abusive and using improper language, which comes under the head of "reprehensible conduct," to an official at the meet held in Madison Square Garden, New York City, Joseph Fogler, a Brooklyn professional, has been suspended by R. F. Kelsey, chairman of the board of control, National Cycling Association, until he either pays a fine of $25, or writes a letter of apology acceptable to the official insulted. Fogler's attack on Monday night last was most uncalled for. It occurred at the finish of the five miles lap race. The Brooklyn rider imagined that the official in question might say something about his wild riding and, in anticipation of that, he rushed down to the arena, where the officials stood, shook his fist in the face of one, called him unprintable names that would have resulted in bloodshed had the place been anywhere than a race meet. The official warned Fogler that he had better be careful what he said and pointed to his badge, but Fogler repeated the foul name and added another epithet. Chairman Kelsey, who was referee at the meet, was then appealed to and he promptly punished the Brooklyn rider by giving him the alternative above stated.

GRUELLING RACE AT REVERE BEACH

MacLean Defeats Moran in 25 Miles Motorpaced Match—Tom Connolly and Panacy Winning Amateurs.

American Champion Hugh MacLean clinched a further hold on the title last Saturday night, 18th inst., at the Revere Beach saucer when he defated James F. Moran, of Chelsea, by the narrow margin of 30 yards in 25 miles. The time for the distance was 36:34⅕, the fastest time ever made at the track behind small motors. A large crowd cheered both the Chelsea riders when they finished.

Both MacLean and Moran were in splendid condition and the race proved one of the best ever witnessed in the Boston district, and for a wonder there was not a single accident or mishap to mar the event. The men started from opposite sides of the start and although the champion gained some in the first mile, Moran got down to serious riding and at two miles they were nearly on even terms again. It was nip and tuck for the first ten miles, covered in 14:37⅗, with MacLean having an advantage of about 50 yards. At 15 miles the positions were unchanged, the time being 21:55⅘. Moran made several ineffectual attempts to shake MacLean, but the champion rode superbly and was able to meet every onslaught of the sturdy Chelsea milkman. Their positions had not varied 10 yards in 20 miles, ridden in 29:17⅕.

On the 22d mile MacLean called to his pacemaker for more speed and after several laps of the hardest kind of riding he gained on Moran until he was trailing by two lengths. Moran made his last effort after the gun for the final mile and although he made a wild and spectacular sprint and gained considerable on his rival the distance to the finish was too short, and the final gun found MacLean a winner by 30 yards.

The half mile miss and out for amateurs was a good race, and resulted in a real sprint at the ending of each lap, when the last rider across the tape had to retire. Tom Connolly won from his brother in a well timed sprint.

With mile prizes as the magnet of attraction there was no loafing in the ten miles open, which brought out 13 starters. Farrar took the first mile prize, with Murphy in the lead for the second, and Bussey at the third. Hayes got the fourth and fifth and Bussey came up for the next two. Tom Panacy won the eighth and ninth. There was a spill in the seventh mile which reduced the field to six riders. Tom Connolly was one of those who fell and he lost two laps, but regained one lap from Panacy and the entire distance from the remainder of the field. He finished second to Panacy in the sprint, one lap behind. The summaries:

One mile miss and out, amateur—Won by Tom Connolly; second, Cornelius Connolly; third, A. S. LaMontague; fourth, Charles Helander. Time, 1:04⅕.

Ten miles open, amateur—Won by Tom Panacy; second, Tom Connolly; third, A. Connor; fourth, J. Baretto. Time, 25:45⅘.

Two miles motor, professional—Won by Charles Turville; second, Carl Ruden. Time, 2:56⅖.

Twenty-five miles motorpaced, professional—Won by Hugh MacLean, Chelsea; second, James F. Moran, Chelsea. Time, 36:34⅕.

Leading Riders in C. R. C. of A.

W. L. Cummings, of Brooklyn, N. Y., leads in the century contest of the Century Road Club of America for the six months prior to July 1st, 1908, according to the report of Chairman N. O. Tarbell, who also states that 188 centuries were ridden. The positions of the other riders are as follows:

2 Joe Noe, Jersey City, N. J.
3 J. W. Hedden, Brooklyn, N. Y.
4 A. H. Seeley, New York City.
5 Geo. Hausenbauer, Brooklyn, N. Y.
6 F. E. Mommer, New York City.
7 Charles Hausenbauer, Brooklyn, N. Y.
8 Ed. Schmidt, Jersey City, N. J.
9 M. Nehrbauer, Union Hill, N. J.
10 Emil Lenly, West Hoboken, N. Y.
11 I. Crook, Brooklyn, N. Y.
12 J. De Bruyn, New York City.
13 Harry Early, Bayonne, N. J.
14 H. E. Fischer, New Hoboken, N. J.
15 H. E. Grupe, Brooklyn, N. Y.

In the mileage contest which J. W. Hedden, of Brooklyn, N. Y., leads, 33,823 miles were ridden. After Hedden comes Joe Noe, of Jersey City, N. J., with Cummings third; the others are:

4 Henry J. Boltz, Bronx, N. Y.
5 Edward Schmidt, Jersey City, N. J.
6 F. I. Perreault, Malden, Mass.
7 Chas. Hansenbauer, Brooklyn, N. Y.
8 Thos. W. Davis, Peoria, Ill.
9 Geo. Hausenbauer, Brooklyn, N. Y.
10 A. H. Seeley, New York City.
11 F. E. Mommer, New York City.
12 N. O. Tarbell, Lake Geneva, Wis.
13 H. H. Wheeler, Pomona, Cal.
14 John Bailey, New York City.
15 Chas. J. Hutnucher, New York City.

Tarbell reports the issuance of 23 thousand mile bars.

Mileage Ratings in C. R. C. A.

In the century mileage competition of the Century Road Club Association, the leader for the six months ending June 30 last was S. Segal, of New York. The others, in their order, are as follows:

2 J. E. Fee, Pittsfield, Mass.
3 E. Staes, Brooklyn.
4 J. Olsen, Brooklyn.
5 Nic Kind, New York.
6 R. A. Van Dyke, New York.
7 J. W. Johnston, New York.
8 C. B. Ruch, New York.
9 L. Segal, New York.
10 P. C. Hope, New York.

The Brooklyn Cycle Club has been organized in that city in Maryland with the following officers: President, J. H. Huber; vice-president, J. W. Webster; secretary and treasurer, Charles Grathey; captain, C. L. Effex; color bearer, E. Hornberg.

ANDERSON DEFEATS BARDGETT

Hotly Contested Match at Clifton—Wiley Wins Exciting Motorpaced Race—Derosier Captures Motorcycle Event.

Although the machine used to pace Walter A. Bardgett, of Buffalo, in his match against Norman M. Anderson, the Danish champion, at the Clifton Stadium, between Passaic and Paterson, N. J., last Sunday, 19th inst., was not working properly, that fact does not lessen to any extent the meritorious ride put up by Anderson. The Dane has recently put himself under the management of Tom Eck, the manager of the new track, who has trained everything from a white mouse to a thoroughbred race horse, and the improved form of the Dane was apparent. He rode like a streak and if Bardgett's motor had been able to go as fast as he kept calling to the pacemaker to have it go, the 6,000 spectators at the stadium would have witnessed a battle royal worth missing a twelve-course banquet to see. The card was an excellent one all the way through as the paced race between Wiley of Syracuse, Halligan of Newark, and Vanoni, the popular six day rider, was not decided until the closing laps. Fred Hill, the crack Bostonian, accounted for both the amateur events, and Jacob Derosier won the professional motorcycle race.

The match between Bardgett and Anderson was run in mile heats, motorcycles being employed to pace them until the three-quarters mark, when the men were dropped to fight it out for the finish. Anderson had "Sunny" Briggs to pace him, while Carl Ruden was in front for Bardgett. The latter's machine was not working properly and the heat went to the Dane rather easily. When he found the machine would not go fast enough in the second heat Bardgett gave the crowd a chance to cheer him when he suddenly dropped his own pace and swung behind Anderson. He held on until the motor quit and then tried to fight it out with Anderson. The Dane had on a larger gear, however, and when he got it in motion it was all off. Bardgett rode well, but Anderson fairly flew. The first heat was ridden in 1:40⅗, which was announced as a world's record for this kind of a race, and the time for the second heat was 1:46⅘.

While Halligan was never a serious contender in the motorpaced race, the fight between Vanoni and Wiley was exciting. The men got off to a good flying start and the order at the end of the first lap was Wiley, Vanoni and Halligan. This position was maintained until the third mile, when Vanoni tried to pass. He fought for two laps before he finally took the lead. Halligan began to show signs of wavering and he dropped steadily back for the next mile. Vanoni lapped him in the 37th lap, and Wiley went by in the next. The Italian rider kept the lead until just after the eighth mile, when Wiley succeeded in passing him. The pace was so fast that Vanoni was shaken for a fraction of a minute and the fourth lap was tacked on Halligan. At the ninth mile Wiley was leading by a half lap, but Vanoni recovered and went after him. The distance was too short, however, and Wiley won by one-third lap. The time for five miles was 8:55, and for ten miles 18:08⅖.

Referee John Valentine showed that he is not to be trifled with. In the pace race Briggs, who was pacing Vanoni, opened his coat and held it out to shield Vanoni from the wind. Referee Valentine told him to desist and Briggs did so at once. Later in the race Derosier did the same trick for Wiley's benefit and did not stop after the referee had warned him two or three times. The result was a fine of $5.

The five miles open for amateurs with a lap prize, was exciting as 17 simon pures got away to a rolling start. Hugh McPartland, of Boston, took the first lap, and then dropped back until the first lap after the mile, when he again went to the front and remained there until the 15th lap. John Roth gave up at this time and Noon Hudson, an Atlanta amateur, who has been hailed as a prodigy, but who thus far has failed to show any unusual speed, gave up just before the third mile. Hardy Jackson followed after threatening to punch Hudson's head for accidentally swinging wide on the turns. McPartland made his position sure for the lap prize by scoring six more before the finish. At three laps to go Fred Hill took the lead and there was only one answer after that. Hill had no trouble in winning from Adam Beyerman, of New York, with Fred Jones, in third place. William Vanden Dries, of the New York A. C., was fourth. Time, 12:02..

The best Jones could do in the mile handicap was to finish fourth, whereat there was great sorrowing in Passaic Sunday night. A lot of local "sports" had come out prepared to back Jones to the extent of a bushel of wheat if necessary, and it hurt them to see the local champion so completely walloped. Oscar Goerke gave Hill a good run for his money in this event with Jerome Steinert, of the Hicksville A. C., in third place. Time, 2:03⅖.

The professional motorcycle race was run in two heats and a final, Derosier, Ruden and Mitchell lining up for the first heat. Mitchell was not in it for a minute, but the fight between Derosier and Ruden was exciting for four miles. It showed, however, that Derosier was not letting his machine out all the way, because when he did Ruden was left behind. King, Briggs and Turville made the second heat; the outcome was not known until the last mile, when Briggs dropped slightly behind, Turville winning by a half lap. As this was the fastest heat it let Briggs in for the final. He was never much of a contender, however, the real fight developing between Turville and Derosier. Turville was out to win and he made Derosier ride. The latter won easily by about 20 yards, in 6:15⅘. The summaries:

One mile match between Walter A. Bardgett, Buffalo, and N. M. Anderson, Denmark—First heat won by Anderson. Time, 1:40⅖. Second heat and match won by Anderson. Time, 1:46⅘.

One mile handicap, amateur—Won by Fred Hill, Boston (scratch); second, Oscar Goerke, National A. C. (25 yards); third, Jerome Steinert, Hicksville A. C. (65 yards; fourth Fred Jones, Passaic (60 yards). Time, 2:03⅖.

Ten miles motorpaced, professional—Won by George Wiley, Syracuse; second, Charles Vanoni, New York; third, J. T. Halligan, Newark. Time, 18:08⅖.

Five miles open lap, amateur—Won by Fred Hill, Boston; second, Adam Beyerman, New York; third, Fred Jones, Passaic; fourth William Vanden Dries, New York A. C. Time, 12:02. Lap prize won by Hugh McPartland, Boston.

Five miles motorcycle, open, professional—First heat won by Jacob Derosier, Springfield, Mass.; second, Carl Ruden, Boston; third, Arthur Mitchell, New Orleans. Time, 6:49⅘. Second heat won by Charles Turville, Philadelphia; second, William Briggs, Boston; third, John King, Newark. Time, 6:27⅖. Final heat won by Derosier; second, Turville. Time, 6:15⅘.

Hastings Captures a British Gold Medal.

Theodore K. Hastings, of Brooklyn, N. Y., who is the only American entered in the Auto-Cycle Union of Great Britain's annual reliability trial for motorcycles, finished the thousand mile test with a perfect score. According to his last cablegram, Hastings' Indian climbed the famous Berriedale hill without trouble, and this feat, in connection with his daily riding, won for him a gold medal. As told in last week's Bicycling World, Hastings competed in this trial, when it was held last year, and was awarded the "best appearance" medal.

Nurses on a Motorcycle Tour.

Touring on motor bicycles from Schenectady, N. Y., to Kansas City, Mo., two trained nurses from the former city are taking a vacation trip across the country which they contemplate will occupy about four weeks. Both girls have ridden motorcycles for nearly a year, but never before made more than 50 miles in a day. They wear divided skirts and ship a trunk before them. Two weeks more, they think, will be necessary to reach Kansas City.

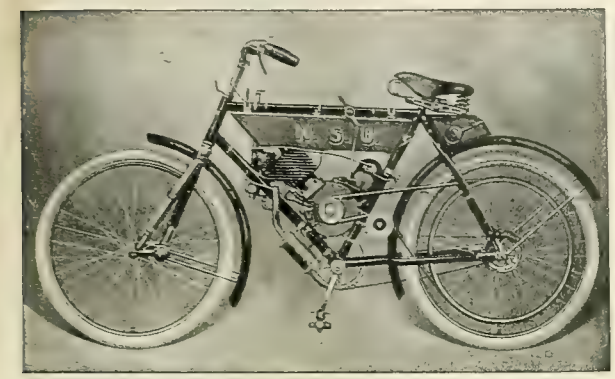
Keeping Bicycles Out of Harm.

In these days of skidding automobiles an ounce of prevention which is worth several pounds of cure, easily can be applied by wheelmen who will avoid accidents by taking their mounts out of harm's way when entering a building. Which is to say that it is unwise to leave a bicycle standing against the curb when the owner is not at hand to quickly remove it when some passing vehicle threatens its destruction.

NSU

The World's Best Motorcycle

FORE-CARS AND SIDE-CARS



N. S. U. 1¾ H.P. MOTORCYCLE
(Lightweight) 75 lbs. only, with Magneto Ignition

Advantages—Light weight. Easy starting and handling. Efficient and reliable. Simple Control

There are over 14,000 riders of N. S. U. motorcycles. Every rider will testify that this machine runs with absolutely no trouble, and at less expense than any other motorcycle. The N. S. U. won three Gold Medals in the F. A. M. Endurance Contest—during the entire run not one of the N. S. U. riders found it necessary to make an adjustment or turn a screw. There is a reason for this, and the reason is that the N. S. U. is constructed of better material, by the best mechanics, in the largest factory of its kind in the world. Why ride an ordinary motorcycle? Ride the World's Best—the N. S. U.

Magneto Ignition on all models. Two-Speed Gear with free engine if desired. Shamrock-Gloria Belt Fasteners. Peter Union Tires.

N. S. U. MOTOR COMPANY
206 West 76th Street, NEW YORK

FREE—GOLD WATCH
GET IN LINE

Order your NEVERLEAK now if you want one of these elegant watches, free. One "NEVERLEAK" certificate is packed with each dozen 4 ounce tubes, and thirty-six certificates will entitle you to the watch shown hereon. It is guaranteed for ten years, is solid gold filled, open face, No. 12 size, 7 jewel American movement, and is stem winding and stem setting. Twenty-four certificates will be redeemed for a Regulator Clock, or 12 certificates for a Brass Sign, as previously advertised.



Send certificates direct to

BUFFALO SPECIALTY CO., Buffalo, N.Y.

Results Count

Three Single Cylinder Merkels entered in the F. A. M. Endurance Run.

Two Perfect Scores
and Diamond Medal

for the highest honors for Single Cylinder Machines ridden by a private owner.

NEVER LATE

Ascended all hills without assistance.

Also won many events and highest honors previously at Providence, Cleveland, Washington, etc., etc.

Spring Frames and Ball Bearing Motors helped do it. Power, Speed, Comfort, Reliability all the time, in a Merkel Spring Frame Motorcycle with Ball Bearing Engine.

Merkel Motor Co., 1114 26th Avenue, MILWAUKEE, WIS.

CHAMPIONSHIPS AT CROWN POINT

Western District F. A. M. Holds Successful First Meet—Bernard, Huyck and Van Sickle Capture the Honors.

Although the track was none too good for fast going some excellent time was made in the first race meet held under the direct supervision of the Western District of the Federation of American Motorcyclists at Crown Point, Ind., on Saturday last, 18th inst. The features of the meet were the riding of Harvey Bernard, a newcomer, who promises much, Fred Huyck, and Charles W. Van Sickle. The last named captured three events on an Indian, Bernard took two on a Harley-Davidson, and W. P. White, Merkel, and Huyck, Indian, each won a first. The one, three, five and ten miles Western District championships were the pieces de resistance of the bill. A number of enthusiasts journeyed from Chicago to Crown Point by train, but the majority of the large crowd of spectators was drawn from the surrounding Indiana country.

The mile championship brought out a field of five starters and the finish between Huyck, Van Sickle and White, in this order, was exciting and gave a foretaste of what was to come. Bernard was introduced in the three miles championship and he was off with the leaders, training Huyck. The latter dropped back after the second mile, and then started a running fight between Bernard and Van Sickle for the lead, with every now and then Huyck poking his nose in front. Van Sickle's experience told before the finish was reached, but Bernard learned a lesson and in the next event he nosed out Huyck at the tape, winning the five miles championship by an eye-lash. White, on a Merkle, suffered a fall, but escaped serious injury.

Because of his remarkable showing Bernard was instantly installed a favorite in the ten miles championship. As in the other events the finish narrowed down to a fight between Huyck, Van Sickle and Bernard. This time it was Van Sickle who got the decision, but Bernard was not to be denied the next event. It was for machines not exceeding 30.50 cubic inches, and Bernard beat Huyck, Van Sickle getting third.

One event that attracted considerable attention was the special race for contestants in the New York to Chicago tour. Five of the perfect score men, J. A. Turner, Merkel; J. S. Woodwarth, Excelsior; W. P. White, Merkel; C. C. Hinckley, Thor, and R. W. Du Sell, Thor, toed the mark and some pretty racing developed. The machines were regularly equipped and White, who had been thrown in a previous event, insisted on starting. He won easily, with Turner second. Van Sickle won the added five miles race for stock machines. The summaries:

One mile F. A. M. Western District championship—Won by Fred Huyck (Indian); second, C. W. Van Sickle (Indian); third, W. P. White (Merkel). Time, 1:18.

Three miles F. A. M. Western District championship—Won by C. W. Van Sickle (Indian); second, Harvey Bernard (Harley-Davidson); third, Fred Huyck (Indian). Time, 4:44⅕.

Five miles F. A. M. Western District championship—Won by Harvey Bernard, Harley-Davidson); second, Fred Huyck (Indian); third, C. W. Van Sickle (Indian). Time, 7:10⅕.

Ten miles F. A. M. Western District championship—Won by C. W. Van Sickle (Indian); second, Harvey Bernard (Harley-Davidson); third, Fred Huyck (Indian). Time, 13:08.

Five miles for machines not exceeding 30½ cubic inches piston displacement—Won by Harvey Bernard (Harley-Davidson); second, Fred Huyck (Indian); third, C. W. Van Sickle (Indian). Time, 7:09⅘.

Five miles for contestants in New York-Chicago tour—Won by W. P. White, Merkel; second, J. A. Turner, Merkel; third, R. W. Du Sell (Thor). Time, 8:18⅗.

Five miles special for stock machines—Won by C. W. Van Sickle (Indian); second, J. A. Turner (Merkel); third, Howard Holck (Thor). Time, 7:27.

Expert Motorcycle Thief Operating.

A reward of $25 is offered by William E. Metzger, 232 Woodward avenue, Detroit, Mich, for the return of a two cylinder Indian motorcycle which was taken on July 17 by a plausible stranger representing himself as a prospective buyer. The machine when stolen was finished in Royal blue, and other details of identification are that there was a cooling fan at the side of the cylinders, the number on the right side of the crank case is 11538, and that the machine has a 3-cell No. 6 battery case, a special bracket for the lamp generator, and portable stand attached.

The smooth individual who took it is a man of dark complexion, with a small moustache and dark hair and eyes. He is about 38 years old and 5 feet 11 inches in height, weighing about 185 pounds. A familiarity with motorcycles and motorcycle matters is shown by his conversation, and he talks with a German accent. His teeth on the left side are gold, in both the lower and upper sets. His game is to seek to purchase a machine, asking that he may try it out for a few blocks before actually buying it. He does not return.

Seattle Wants Motorcycle Cops.

Claiming that "the disregard which drivers of automobiles have shown for the lives of citizens makes it necessary to take other measures than those now at hand," the mayor of Seattle, Wash., has requested the common council to authorize the purchase of two motor bicycles to be equipped with speedometers for service in the police department.

NIGHT RACING BEGINS AT NEWARK

Amateur Contests the Principal Feature at Midweek Meet—Billington Captures Only Professional Rce.

Midweek racing was ushered in for the season at the Newark Velodrome on Wednesday night, 22d inst., under difficulties. Rain threatened all evening, but in spite of that a large crowd turned out to witness the unique spectacle of racing under powerful arc lights. The feature event was to have been a thirty miles pace race between Nat Butler, John Bedell and Champion MacLean, but at the time for the event the motors were not working properly and it was decided to make it the last event on the program. When that time came the rain arrived with it.

There was only one professional race on the bill, that being for riders who have not won a first this season. It was a half mile handicap, and Teddy Billington surprised every one when he defeated Saxon Williams for first place after an exciting sprint.

With the leading professionals not on the track the amateur events held the center of attraction and Fred Hill showed a clean pair of heels in both events. Stein was expected to give Hill a fight in the 10 miles open, but he was sick and then it developed that the pair were teaming. When Stein began to drop back and was in danger of being lapped, Hill stopped and began to pace him to the front. Stein had made up his mind to quit before this and it is well that he did, as he probably would have been disqualified had he won anything. The finish between Hill and Goerke was close, the Bostonian winning by a half length, with Ernest Jokus third and Watson J. Kluczek fourth. The summaries:

One-third mile novice—Won by Lewis Owens, Newark; second, G. Manizell, New York; third, C. H. Mehrman, Brooklyn. Time, 1:43⅗.

One mile handicap, amateur—Won by Fred Hill, ArmoryA. A. (scratch); second, Ernest Jokus, National T. V. W. (120); third, Gus Perden, Brooklyn (110). Time, 1:59⅗.

One-half mile handicap, professional, for non-winners of firsts this season—Won by Teddy Billington (40); second, Saxon Williams (45); third, Thomas Smith (40); fourth J. T. Halligan (50). Time, 0:59⅗.

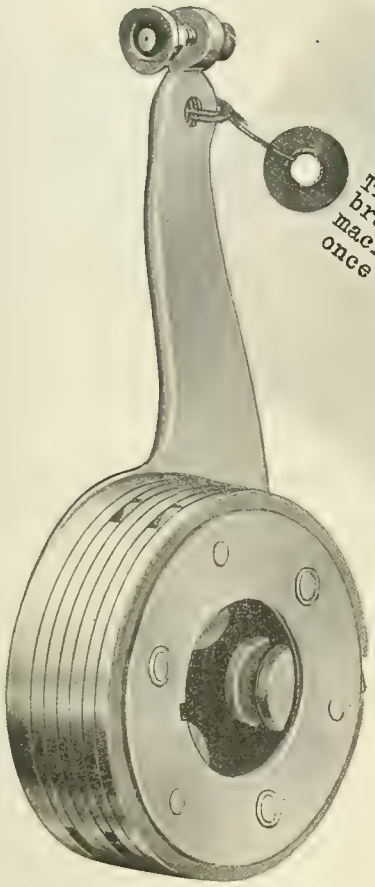
Ten miles open, amateur—Won by Fred Hill, Armory A. A.; second, Oscar Goerke, National A. C.; third, Ernest Jokus, National T. V. W.; fourth, Watson J. Kluczek, West Orange. Time, 24:56.

A substance for laying the dust, composed of a bitumen compound, is being tested by the street cleaning commissioner of Baltimore, Md. The compound is mixed with the contents of the street sprinklers and sprayed over the highways.

New Departure Coaster Brakes

STANDARD FOR MOTORCYCLES

All Claims Proved by Practical Tests



New Departure Mfg. Co.,
Bristol, Conn.
Gentlemen:-
Have used this brake for 2½ years on a 3½ H.P. motorcycle and it never was repaired. The total mileage was about 50,000 miles. The brake was in O.K. order when taken from the machine. Have cleaned and lubricated it only once each year.

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READ THE STORY ON THE TAG.

It proves the strength and enduring qualities of New Departure Coaster Brakes for motorcycles.

The three machines constituting the "Indian" team in the big New York-Chicago Endurance Run were all equipped with New Departure Coaster Brakes. This team was the only team in the run making a perfect score. This proves efficiency and reliability of New Departure. Write for Catalogue and description to

NEW DEPARTURE MANUFACTURING CO., King Street, BRISTOL, CONN.

COLLINS MAKES METEORIC FLIGHT

Remarkably Fast Time in San Francisco Hill Climbing Contest—Baker Wins in Single Cylinder Class.

W. G. Collins, riding a five horsepower twin Indian, made a remarkable flight on Saturday, 12th inst., when he flew up the Castro street hill, San Francisco, in the record breaking time of 23⅘ seconds.

Castro street hill measures exactly 1,463 feet 8 inches, the surface being bitumen between car tracks. In the first block the average gradient is 11½ per cent., the other two blocks being 16 per cent.

There were only two classes—for singles and doubles, respectively and the honors in the former class were taken by R. Baker, 1¾ horsepower Indian. Baker was timed in 40 seconds flat. A. Chelini was the only other contestants in this class.

The class for doubles brought out a number of entries, and it was in this event that Collins made his fast flight in 23⅘ seconds. E. J. Weinemann, on a 6 horsepower Minerva was second in 29 seconds, and the third best time was made by Chelini.

Double cylinder Class.

1 W. G. Collins, Indian 0:23⅘
2 E. J. Weinmann, Minerva 0:29
3 Aug. Chelini, Minerva 0:32
4 C. Doudiet, Griffon 0:33
5 Scheutenhause, Minerva 0:35⅖
6 H. Medlicott, Indian 0:37⅖



W. G. COLLINS

Single Cylinder Class.

1 R. Baker, Indian 0:40
2 A. Chelini, Torpedo 0:42⅘

"Whiskers" Devonovitch Defeats Mitten.

Salt Lake City, July 13.—Although it may have seemed so to some it was far from a joke when Theodore "Whiskers" Devonovitch, late of South Africa, and formerly of Russia until the government got after him for supporting the Revolutionists' cause, and Worthington Longfellow Mitten, the distinguished potato grower whose country estate is in Davenport, Iowa, line up for a match race at the Saltair saucer track last night. It is just like this: Bo, "Whiskers" and "Mit" each have won a race lately and each event was so auspicious as to cause considerable comment. There was nothing for Manager Chapman to do but to arrange a match between the two. The exponent of revolution triumphed over "Burbank" Mitten in two straight heats. The summaries:

One mile handicap, amateur—Won by Thomas (120); second, Schnell (60); third, Hollister (95). Time, 1:57.

Match race between Devonovitch and Mitten—Won by Devonovitch in two straight heats.

One mile handicap, professional—Won by Achorn (100); second, Downing (45); third, Clarke (scratch); fourth, Wilcox (60). Time, 1:52.

Two miles handicap, professional—Won by DeMara (65); second, Hollister (40); third, Palmer (70); fourth, Mitten (90). Time, 3:51.

Two miles tandem handicap, amateur—Won by Giles-Meyer (20); second, Lawrence-Brodbeck (20); third, Schnell-Diefenbacher (40). Time, 3:51⅘.

New York, June 29-30

RELIABILITY—Earned the only Diamond Medal awarded in the F. A. M. Endurance.

New York, July 3

ECONOMY—Won the Silver Cup in the Official Tests at the F. A. M. Meet. (Just think of it! 50 miles on 1 quart and 1 ounce of gasoline).

Crown Point, Ind., July 18

SPEED—3½ H. P. single cylinder won the five-mile Western championship, defeating 4, 5, 7 H.P. double cylinder machines.

SPEED—Won the five-mile race in 30-50 class, defeating all standard makes.

The above are some of the most notable of recent Harley-Davidson victories.

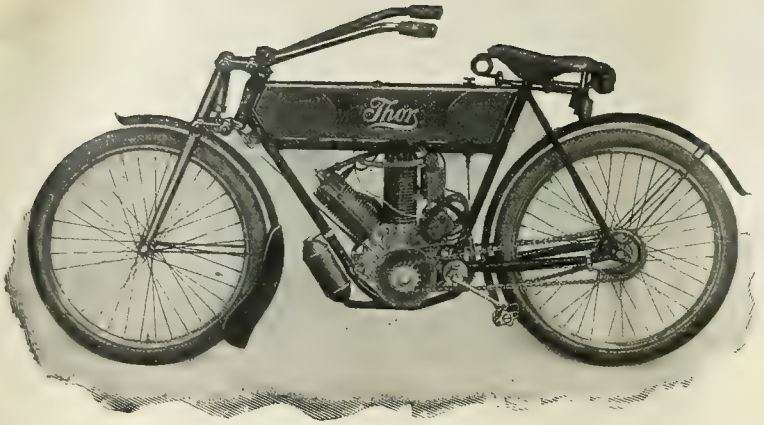
The agency may be open in your locality—see about it to-day.

HARLEY-DAVIDSON MOTOR CO., MILWAUKEE WISCONSIN

THOMAS-ROBERTS MOTOR CO., 2230 Broadway, Distributors for Eastern New York and New Jersey.

Thor Motorcycles

Quality Unexcelled



Designed for Comfort

Thor Breaks World's Record!

At Los Angeles, July 18th, making the phenomenal fast time of 5:50 for 5 miles on 8-lap Saucer track, former record being 6:07 2/5. Also tied worl'ds record for one mile.

Two Thor Motorcycles Made Perfect Scores

NEW YORK - CHICAGO RELIABILITY RUN

These machines took every grade in the route and required practically no adjustment.

7 — Thor WON EVERY EVENT — 7

at Riverside, Cal., July 4th, defeating all other makes of greater rated power. Thor also won 10-mile Road Race at Omaha, Neb., June 20th, and many other races and endurance contests. If you want a Motorcycle that is comfortable, "classy," easy to operate and never disappoints, possessing great power, durability, speed, and all around efficiency, buy the Thor Don't accept current competitive misrepresentation. Try one and judge for yourself.

AURORA AUTOMATIC MACHINERY COMPANY
AURORA, ILLINOIS

MONOPOLISTIC PHASE OF PATENTS

What They are and the Rights They Confer—How They Benefit Both the Inventor and the Public.

It is a remarkable fact that one of the most advantageous as well as one of the most abused of American institutions, should be a direct supporter of the monopoly, and as such, should receive the cordial endorsement of the public at large, as well as those who seek its specific protection. Patent law regarded and upheld as a monopoly probably is a novel idea to many who have not studied its logical effect very closely. As such, however, it has a legitimate basis, and is the natural outcome of the primitive method of protecting an original process or other invention by the crude device of secrecy. An unusually clear presentation of the structure of patent law, showing its origin as well as its rightful monopolistic purpose, is set forth in a paper read before the New England Society of Orange, N. J., recently, by Edwin J. Prindle, as published by American Industries. Its analytical view of the patent situation should be of considerable assistance in the establishment of a proper appreciation of questions pertaining to its use and abuse.

That the patent is a true monopoly is brought out by the following quotation from a recent decision, which the author introduces:

"Within his domain, the patentee is czar. The people must take the invention on the terms he dictates or let it alone for 17 years. This is a necessity from the nature of the grant. Cries of restraint of trade and impairment of the freedom of sales are unavailing, because for the promotion of the useful arts, the constitution and statutes authorized this very monopoly."

"The operation of the patent laws, like that of the laws of nature, is so unobtrusive that comparatively few realize their importance," continues Mr. Prindle. "They have been one of the most important factors in the development of our country from non-manufacturing colonies to the greatest of manufacturing countries. . . . .

"Before patents were granted for inventions, the inventor had but one way to secure a return from his invention. That was to keep it secret.

"Secret inventions were the most valuable possessions of many families and guilds. But in proportion to their value, they tempted the cupidity of competitors. The secret of making Venetian glass was greatly prized and was most jealously guarded. A Venetian named Paoli, who possessed the secret, left Venice and wandered northward practising his art. He was stabbed in Normandy with a dagger marked 'Traitor'—a measure taken to preserve the secret.

"In 1710 the Elector of Saxony learned that a man named Bottger had discovered the secret of making porcelain. He accordingly confined him in the castle of Albrechtsburg until the discovery had been perfected. The workmen were sworn to secrecy, and the draw-bridge was kept up except to admit those specially authorized. Thus was the manufacture of the famous Dresden ware begun. The secret was soon carried to Vienna, where a royal factory was established, and to France, where it was the foundation of the manufacture of the famous Sevres pottery. . . . .

"The inventor could only keep his invention secret where the invention was either a process of making something, or a machine whose product he could sell. If his invention was a new article of manufacture, or a machine, which was itself the subject of sale, the moment he sold one his competitor could see its construction and copy it, and that without the handicap of the usually costly experiments of the inventor in making his invention. There was, therefore, little encouragement to make any invention which could not be kept secret. This worked to the disadvantage of the public in several ways. First, the precautions to preserve secrecy necessitated a limited output by a single establishment, and resulted in a restricted supply at a relatively high price. Second, the secret if successfully kept, might and sometimes did die with the inventor, and so was completely lost to the public, or perhaps but an imperfect knowledge of it became public. Some of these lost arts have never been rediscovered. Third, the frequent theft of inventive secrets discouraged the production of inventions.



"The perfection of an invention often involves the expenditure of a large sum of money and a vast deal of time. As a not unusual example, I may state that a comparatively simple, special typewriter of not very large commercial possibilities cost over $200,000 in experiments and special machinery before it was ready for the market. If a competitor had been at liberty to copy the machine as soon as it was put on the market, the competitor would have been a large part of this sum better off than the inventor at the start. These difficulties greatly discouraged invention, and the public was deprived of many inventions it might otherwise have had.

"Thus the wisdom of granting the inventor an absolute monopoly of his invention for a limited term will be apparent. The inventor is encouraged to invent by the assurance that his exclusive possession of the invention will be preserved just as fully and much more certainly than if he kept it secret. The public is made certain of the possession of the invention at the end of the term by the requirement that in order to have a valid patent the inventor must fully disclose his invention at the time it is granted. . . . .

This, then is the nature of a patent: It is a contract between the public and the inventor, by which, in consideration of such a full disclosure of the invention that any person skilled in the art to which the invention relates can make and use it, the public grants to the inventor the right to exclude all others from making, using and selling the invention for a limited term (in this country 17 years).

"There are four classes of inventions which can be patented. These are arts, machines, articles of manufacture and compositions of matter. An art is an operation or series of operations performed by rule to produce a physical result. Thus the art of casting car wheels was patented, which consists of pouring metal into the mould in a tangential direction so that the metal acquires a whirling motion and the heavy solid metal is thrown out to the rim of the wheel and the light dross displaced toward the center. This gave wheels having tires formed of solid, durable metal.

"The class of machines needs no explanation. An article of manufacture is anything made by the hand of man that is not a machine or a composition of matter, such as a lead pencil. A composition of matter is any mechanical or chemical mixture of two or more substances, such as soap or a tool steel.

"The monopoly granted by a patent is a peculiar one. It is negative in character. It gives the right to exclude all others from making, using or selling of the invention; but it does not grant the positive right to the inventor himself to make, use and sell his invention, if he does not already possess that right. That is, if he cannot practise his invention without using that which has already been patented to another, then, while his patent gives him the right to exclude all others from his invention, he cannot himself make, use or sell any embodiment of his invention until the patent which he would infringe by so doing is dead. For instance, Bell invented the first speaking telephone, and Edison, Blake, Berliner and

others invented telephones which were much more efficient than Bell's, and yet, although each of these later inventors received a patent for his improvement, he could not make, use, or sell his telephone without Bell's consent, because all of the later forms of telephone employed the principle that had been patented to Bell, although in an improved manner. . . . .

"It is clear from what has been said that a patent must contain a description of the invention so full and clear that any one skilled in the art to which it pertains can practise the invention. In addition to the written description there are drawings, when the invention is capable of such illustration.

"Every invention is, however, an evolution (consciously or unconsciously) of some prototype, and therefore it is never true that the whole device which is represented in the drawings is the conception of the patentee.

"How, then, is the public to know the limits of the patentee's monopoly, so that it may know what the public is free to make, use and sell, and what it must let alone? At first there was no way by which it could be told from the patent itself, and the monopoly included the entire machine, minus all the defendant in suit could prove to be old. Then the expedient was adopted of requiring the patentee to specify the part or combination of elements to which the improvement related, this being done in a clause or clauses at the end of the description, called 'claims.' These claims constitute the measure of the monopoly. For instance, the man who first invented the safety bicycle might have made such a claim as this:

"'I claim a velocipede consisting of front and rear wheels, a forked head having said front wheel pivoted in its fork, and having a steering handle at its upper end, a trussed frame pivoted on said head and having a rear fork in which said rear wheel is pivoted, a saddle on said frame, a crank shaft journaled in a bearing on said frame, a sprocket gear on said crank shaft and one on said rear wheel, and a sprocket chain connecting said gears for driving said rear wheel by the motion of the cranks.'

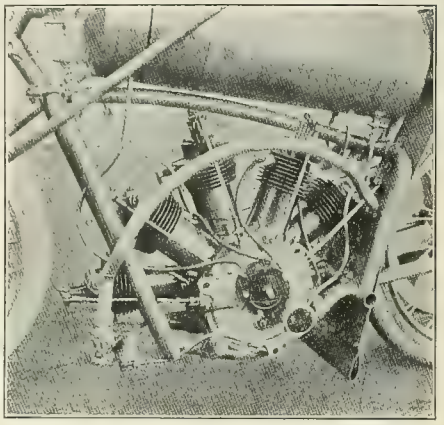
"From this the public would know the patentee did not claim that his invention included the high bicycle consisting of a large front wheel as tall as a man and having a small rear wheel, a perpendicular [illegible]ted steering head, and a backbone pivoted to the head and having the small wheel [illegible] in a fork on the lower end of the [illegible] saddle being on the backbone up over the front wheel.

"[illegible] certain the latter form of bicycle was not within the monopoly granted, because, for instance, the claim includes as elements [illegible] shaft, the sprocket gears, and the sprocket chain, by which the rear wheel [illegible] the crank shaft. None of the [illegible] found in the old high wheel bi[illegible] there any parts which perform the same function."

MOTORCYCLE WITH FIVE CYLINDERS

Curious Arrangement of the Units in New Foreign Machine Designed for Pace-making—Rated at 20 Horsepower.

Motorcycles have been made with two, four and even eight cylinders, for one purpose or another, but never up to this time has a machine of this class been constructed on which a five-cylinder motor was employed. Probably, had such a thing been discussed, it would have been considered next to impossible to bring about a design for this purpose in which a proper degree of balance in the frame could be secured. As the accompanying picture shows, however, this very thing has been accomplished by a foreign constructor, and though the result is far from beautiful in the ordinary sense, it appears that by the adoption of the fan-shaped arrangement of the cylinder units a remarkably good form of frame mounting has been secured, and a machine produced which appears to be staunch as well as fast.



FANLIKE ARRANGEMENT OF CYLINDERS

The machine in question is a special pace making affair with which its owner, the racer Gombault, expects to make 100 kilometers in the hour when he uses it on the Munich track. The motor is rated at 20 horsepower, the total weight of the machine is 150 kilograms, or about 330 pounds, and the fuel capacity of the big tank which is saddled over the motor is something like 7½ gallons, or 28 litres, to give an exact measurement.

The general arrangement of the machine as far as the parts not shown in the picture are concerned, includes a saddle set well back of the rear wheel center with stirrup pedals, the usual frame extending to the rear and supporting the pace-following roller, and extension handle bars, which, because of their extreme length, are trussed heavily. For this purpose, the double front fork is strengthened in front by an arched member reaching from the head to the fork ends, while on either side a strut rod runs from the fork ends back diagonally to the bars nearly over the center of the crank shaft. To prevent side spring in the bars, a third truss member is carried from one to the other and is bent up over the top of the tank.

The motor, which is of peculiar pattern, is the R. E. P., the unique double-duty valve of which was described in the Bicycling World recently. Apart from the fact that the complete handling of the cylinder charges is secured by the movement of a single valve which takes care of both inlet and exhaust, however, there are several other points of interest worth mentioning. Thus the cylinders, instead of being in line, are "staggered" or alternately set out toward the end of the very short crank case on one side or the other, while by the ingenious adaptation of a special strap surrounding the crank pin, the five connecting rods are attached to the same crank, thus simplifying the internal construction greatly. A single carburetter is employed, and ignition is secured by means of the usual jump spark system, with batteries and coil. The motor, which was originally designed for air-ship propulsion, in this case is belted to its work, the broad flat belt employed, being placed on the right side of the machine.

Freeing the Cylinder from Fragments.

Frequently the breakage of some part of the motor, such as the spark plug, or one of the valves, entails considerable delay owing to the difficulty of extracting the fragments from the cylinder. This is more particularly the case in motors which have their valves placed in offset pockets. Short of taking off the cylinder, it is usually possible to remove the pieces of the broken part only at the expense of considerable time spent in fishing about with wire or a pair of long-nosed pliers, through the spark plug opening, or one of the valve pockets. A tip which it is well to bear in mind in this connection is that of tipping the mount in such a way that one of the valve pockets will be considerably lower than the other. This may be done generally by setting the rear end on the stand, and sinking the front wheel in a gutter. If the motor is rapidly revolved when in this position, the objectionable bits will be tossed about by the piston, ultimately landing in the lower of the two pockets, from which they can be removed with very little, if any, further difficulty.

Safeguard Against Exhaust Leakages.

To ensure permanence and positive avoidance of leakage in the connections leading to the muffler, it is recomended by a foreign expert that the joints which are to be closed with asbestos-lined copper gaskets, be made up with a paste of graphite or black lead, and boiled oil. In this connection care should be taken not to daub the mixture on any threaded portions of the joint or its connections, as the paste becomes very hard after it has been permitted to set.

SCAVENGING WITH THE EXHAUST

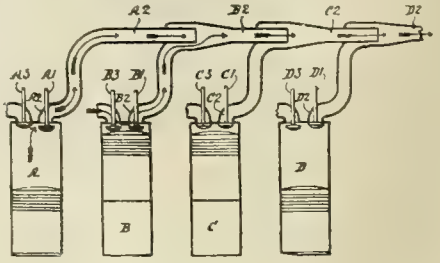
New and Simple System Adapting the Ejector Principle—Applicable to Either Two or Four Cycle Motors.

Considering the existing universal recognition of the need of effective scavenging of the cylinder of the gas engine, it is somewhat surprising that inventors are not more ready to develop methods of improving the performance of their products by establishing systems of this nature. Of the methods of scavenging which have thus far been proposed, nearly all depend upon an undue amount of mechanical complication. A system has recently been designed in England, however, in which no such complication exists, the clearing of the cylinders of a multi-cylinder motor being effected by the simple expedient of utilizing the exhaust pressure from one cylinder, to clear another by a simple adaptation of the ejector principle.

The system in question is the invention of Messrs. D. Stewart & Co., Ltd., and K. J. McMullen, of London Road Iron Works, Glasgow, N. B. As will be seen from the illustration, the exhaust manifold is so contrived that each exhaust is discharged through a jet, into a relatively small chamber in such a way as to establish the desired ejector effect, while the valve mechanism is similar to that of the ordinary motor except for one important particular, which is to say, the use of a plain, air valve, mechanically operated, and designed to relieve the vacuum created by the ejectors, by admitting air into and through the cylinders. The system, it is to be observed, is applicable to motors of either the two or four-cycle types.

The cycle of action is as follows: As shown in the illustration, cylinder, A, is at the beginning of its exhaust stroke, the exhaust valve, A1, being open to permit the discharge of the products of combustion into the "ejector-inductor," A2. Simultaneously, cylinder B, is nearing the end of its stroke, and the effect of the discharge from the nozzle A2 is to create a sharp draught through B, pure air for the purpose, being supplied by the valve, B3, and the discharge occurring through the regular exhaust valve of that cylinder, B1. During the progress of this action, the explosion stroke is just commencing in cylinder, C, and the suction stroke has just been completed in cylinder D. A similar scavenging effect is secured in each of the other cylinders in proper rotation and by the same means.

It will be seen that this system contemplates no alteration of the ordinary working of the motor, whether of the two or four cycle type, the only alterations involved in its use being the insertion of the extra, pure air valve in the cylinder head, and the adoption of the nozzle construction of the exhaust manifold. The cleaning action is induced in each of the cylinders just at the termination of the exhaust stroke, and merely serves to assist the discharge of the spent products of combustion, which thus are replaced with pure air. In consequence, the cylinders are cooled appreciably, the strength of the new charge is sensibly increased by the elimination of the foul remnants of the old charge, and the succeeding impulse obtained is in proportionately cleaner and more rapid action. Although it is not generally recognized, it is true that a successful scavenging cycle, were it attainable without undue mechanical complication, would vastly improve the performance of the average motor.



Pfanstiehl in a New Laboratory.

Believing that promptness is one of the special requirements of business where motorcycle trade is concerned and anticipating a very large increase in the demand for ignition apparatus, the Pfanstiehl Electrical Laboratory some time ago set about building a new factory which would permit of their making goods in such quantities that delayed deliveries would be eliminated. This factory has just been completed and provides facilities for a greatly increased output. It is located in North Chicago, Ill., and is a four-story structure, as shown in the illustration, supplemented by a smaller building.

Not all of the space is given over to manufacturing and office purposes, as generous area has been reserved for an especially constructed testing and experimenting laboratory, where work is to be carried on looking to the advancement of gasolene engine ignition. Unique and elaborate instruments and devices for research in this field have been installed, and whatever developments are brought forth will find reflection in the manufacturing end. The making of coils and other ignition apparatus in the new factory will be conducted along the most advonced lines, and will bear the marks of constant "laboratory" supervision.



NEW PFANSTIEHL ELECTRICAL LABORATORY

Testing Temperature of the Crank Case.

In looking over the motor after a run it is well to place the hand over the crank case to test its temperature. If the metal is too warm to be comfortable, it may be taken as an indication of an undue amount of leakage past the piston, meaning loss of power, and a certain danger of explosion, in the event of one or two explosions being missed and so filling the crank pit with inflammable gas. If the case is found to be warmer toward the ends than on the bottom it may be that one of the bearings is binding and inclined to overheat.

Fire Chief's Vehicle a Motorcycle.

Chief Long, of the Martins Ferry (Va.) fire department, has ordered a single cylinder motorcycle for his official use. The chief has concluded that the motor bicycle offers the speediest means of reaching the scene of a fire, and as the expense of maintenance does not equal the cost of keeping a horse and carriage, the decision of the chief to use a power bicycle has been approved by the township officials.

Loose Bolts Mean Lost Motion.

It is important that the bolts securing the carburetter to the engine be kept securely drawn up. Otherwise there is danger of an accession of lost motion sufficient to strain the connections of the intake pipe and cause them to leak. The result of this is that the mixture will be "upset," and the proper amount of suction cannot be obtained at the jet.

STOCKTON TROPHY CHANGES HANDS

Garden City Wheelmen Win Team Race at San Francisco—Bryant Makes the Fastest Time.

After failing to get better than second place in the first two heats of the Stockton trophy race on the cycle track at the stadium in Golden Gate park, in San Francisco, Cal., on the 12th inst., the representatives of the Garden City Wheelmen won the next three heats and the race. The cup was offered by the merchants of Stockton for competition four years ago. It was won at that time by the Bay City Wheelmen. The following year it resulted in a tie between the Bay City Wheelmen and the Garden City Wheelmen. Last year the race went to the New Century Wheelmen. It has to be won three times by one club before becoming its property. The Garden City Wheelmen as holders of the trophy will defend it on their own track next year.

The score by points was: Garden City Wheelmen, 26; Oakland Wheelmen, 13; Central City Wheelmen, 6; New Century Wheelmen, 4; and Golden City Wheelmen, 4. The race was run in five heats, each containing a representative of the various clubs. Each heat was at five miles. The fastest time was made by W. Bryant of the Garden City Wheelmen in the fifth heat. He covered the distance in 15 minutes and ⅕ of a second. The summaries:

First heat—Won by C. Nelson, Oakland W.; second, C. Bernal, Garden City W.; third, A. Peterson, New Century W. Time, 17:22.

Second heat—Won by Ed. Carroll, Oakland W.; second, P. Quevillian, Central City W.; third G. Galli, Golden City W. Time, 17:40.

Third heat—Won by C. Chaboya, Garden City W.; second, F. Curran, Golden City W.; third, E. McTigue, Oakland W. Time, 16:07.

Fourth heat—Won by W. Sword, Garden City W.; second, F. Diver, New Century W.; third, M. Bruzzone, Oakland W. Time, 17:22⅖.

Fifth heat—Won by W. Bryant, Garden City W.; second, V. Doyle, Central City W.; third, C. Vlugt, Oakland W. Time, 15:00⅕.

Russian Trio on 2,000 Miles Trip.

With a total cash capital of $10, three Russians started from New York City this morning on a bicycle ride to a Russian colony in Nebraska. The ride will occupy at least 20 days, and as the three men are not riding to decide a wager, to win a purse, or for advertising purposes, it is expected that they will keep going all the time for fear of their finances running out. The machines which they will ride are of poor quality, they were bought for less than $5 each, and were repaired by the riders.

The reason of the 2,000 miles trip is that the Russians want to join the Nebraska colony and have not the funds necessary for railroad fare which would cost about $28 each. They carry a letter from a prominent Russian, who lives in this country, stating that they are not tramps or vagrants, in case that the police question them concerning their business. Along the route they hope to find apples and wild fruit for food.

"The A B C of Electricity." Price, 50c Bicycling World Co., 154 Nassau Street New York City.



Sager Cushion Fork

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Clamps of new design, having two point contact on frame which eliminates all danger of tubing crystalizing.

Quickest operated. Beautifully nickeled and enamelled in Black and Indian Blue.

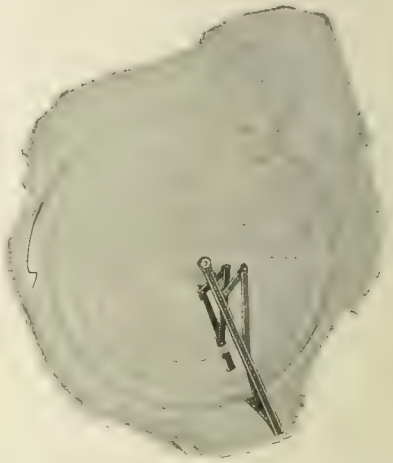
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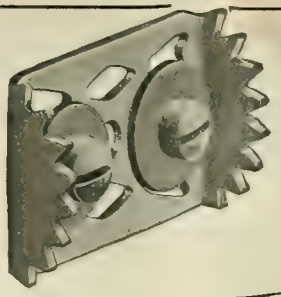
"A good thing to have about the house"

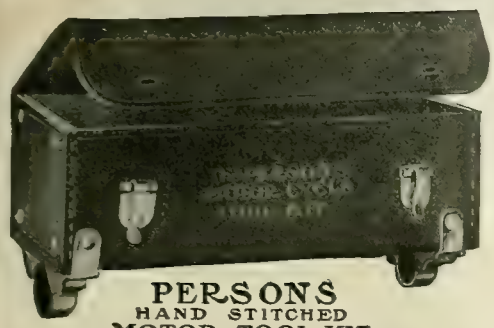
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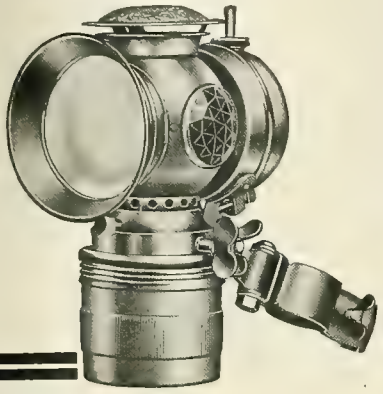
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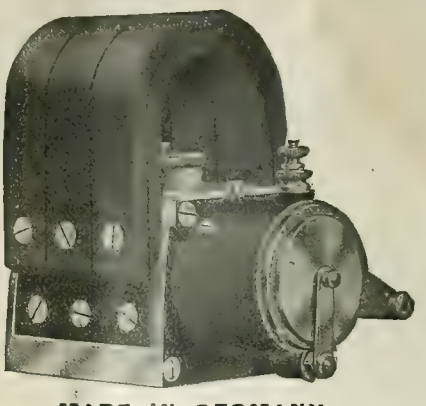


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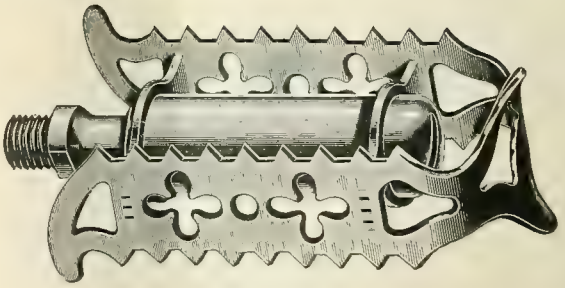
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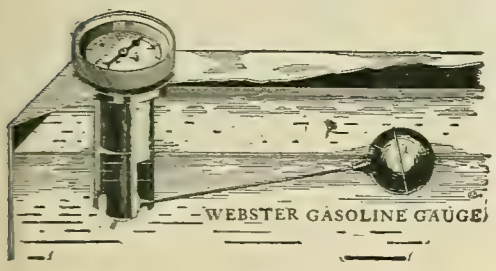
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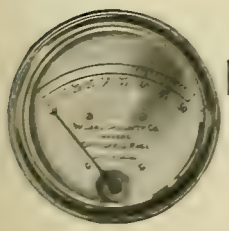
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The B. & S.



Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

THE BILLINGS & SPENCER CO., Hartford, Conn

The Week's Patents.

891,445. Bicycle Support. Jesse C. Scoggins, Wichita, Kan. Filed Sept. 16, 1907. Serial No. 393,153.

1. A bicycle support comprising legs pivoted to the rear frame of a bicycle and adapted to swing on pivots in a plane transverse thereto, an operating lever pivoted on the frame below the saddle, and connecting links pivoted to said legs and the operating lever, each of said links having an integral forwardly projecting loop between its ends.

892,154. Cycle Wheel Gear with Means for Operating the Brake by Back Pedaling. Edouard L. Hocquart, Paris, France. Filed Nov. 2, 1907. Serial No. 400,364.

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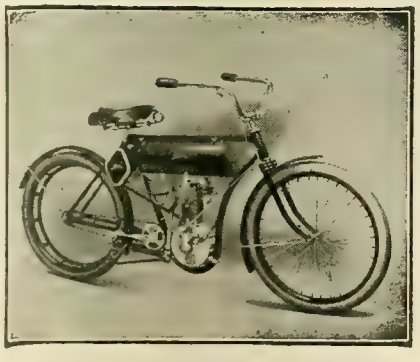
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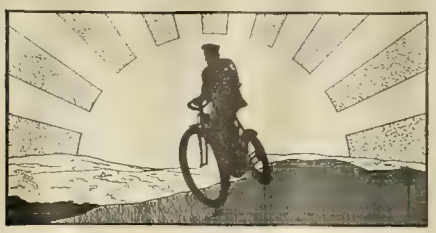
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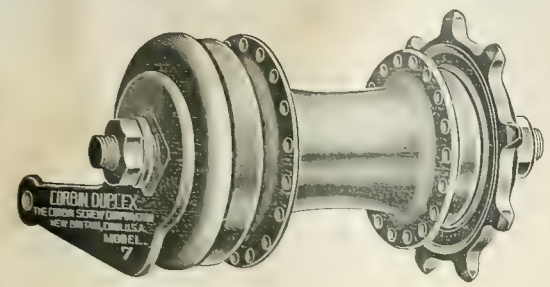
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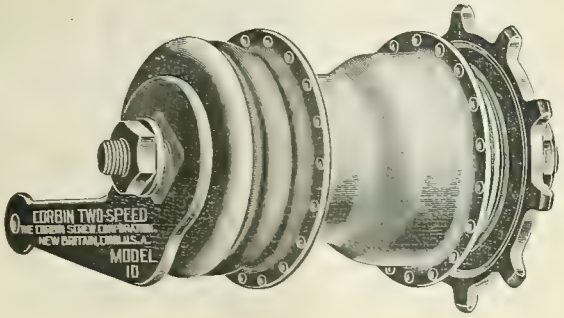
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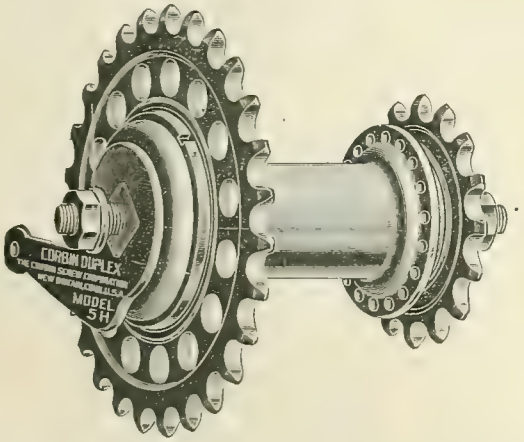


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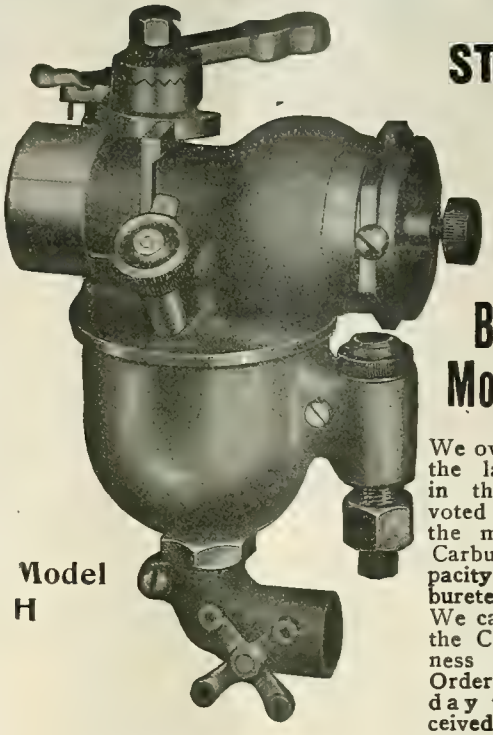
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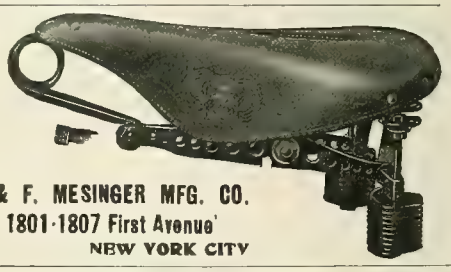


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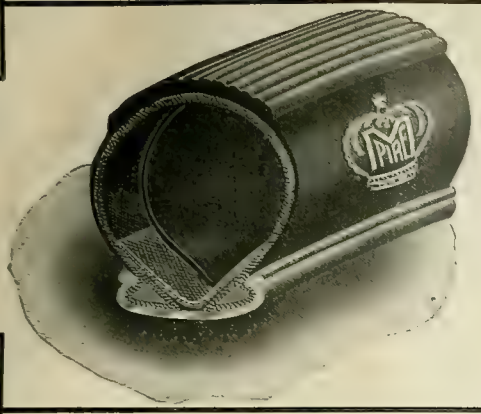
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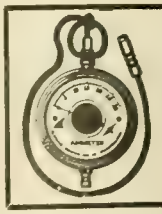


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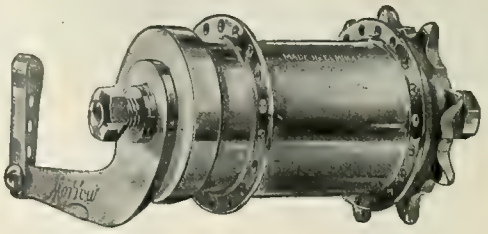


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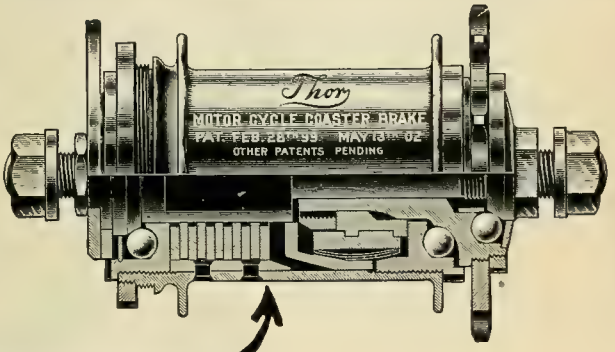
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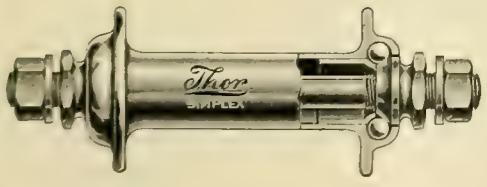
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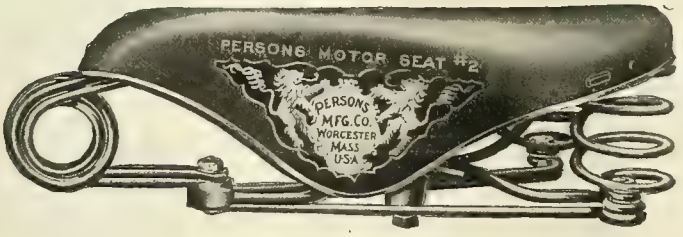


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SPEED—3½ H. P. single cylinder won the five-mile Western championship, defeating 4, 5, 7 H.P. double cylinder machines.

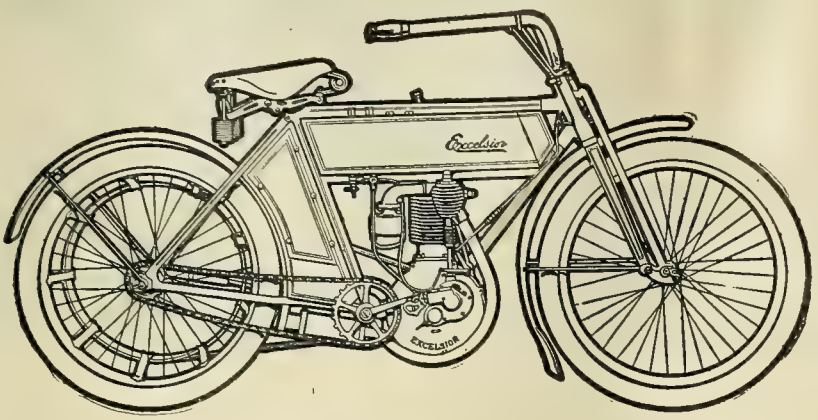
SPEED—Won the five-mile race in 30-50 class, defeating all standard makes.

The above are some of the most notable of recent Harley-Davidson victories.

The agency may be open in your locality—see about it to-day.

HARLEY-DAVIDSON MOTOR CO., MILWAUKEE WISCONSIN

THOMAS-ROBERTS MOTOR CO., 2230 Broadway, Distributors for Eastern New York and New Jersey.



AFTER THE OFFICIAL RETURNS

let's consider the work of the EXCELSIOR AUTO-CYCLE in the

New York-Chicago Reliability Run

¶ The three Excelsiors entered had previously participated and finished in the two-day run at New York, and without repair or replacement started from New York on July 6th and finished with Two Perfect Scores.

¶ The only penalty inflicted was one of 10 points for one machine being late at Buffalo.

The EXCELSIOR AUTO-CYCLE

won the Gasolene Economy Test and the Diamond Medal for appearance and condition at the finish of the run, and made perfect scores in the Hill Climb. Thus they won both special events and missed a perfect score throughout by a penalty representing one-tenth of one per cent., and finished in perfect order and ready for a repitition of the run.

¶ From the standpoint of general excellence, economy and durability the Excelsior Auto-Cycles were the real winners and again gave positive proof of the Quality That Counts.

¶ Write for our new catalog M. C.

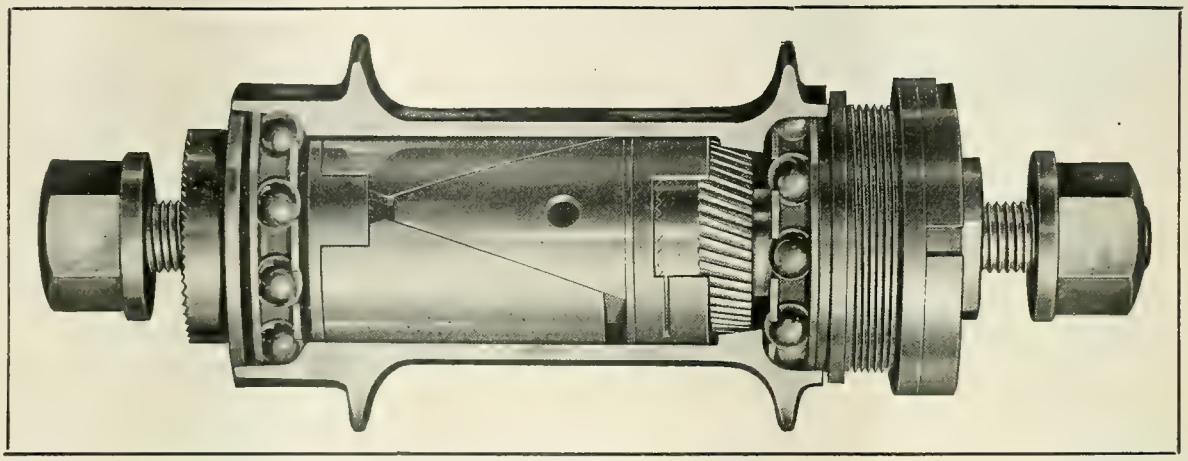
EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

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MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U S A., Saturday, August 1, 1908 | No. 19

POOL COASTER BRAKE PATENTS

Makers Patch up Differences—Suits Against Eclipse and Miami are Dropped—Uniform List Prices.

Buffalo, N. Y., July 30.—The conference of coaster brake interests which was held in New York City last week resulted in a further meeting here to-day, at the Hotel La Fayette, at which the various differences of the companies concerned were all straightened out and policies decided upon which affect the makers and the trade as well. One effect of the meeting was to bring about the dropping of the patent infringement suit of the New Departure Manufacturing Co., against the Eclipse Machine Co., and the Miami Cycle & Mfg. Co. Both the Eclipse Machine Co. and the Miami company have taken out licenses from the New Departure Mfg. Co., as the Corbin Screw Corporation has already done, several years since.

The position of the New Departure Co. and its licensees is further to be strengthened in the patent field by the turning over by the Miami Cycle & Mfg. Co. of the control of the Robinson patent rights, which the latter concern recently bought, to the New Departure company. The transfer relates not only to the Robinson claims which are in litigation in the Patent Office, but to others which are not in dispute, but which have not yet come to issue in final letters patent.

Uniform list prices for the bicycle and motorcycle coaster brake models made by the Corbin, Eclipse, Miami and New Departure companies were agreed upon. None of the companies will market or even make any "cheap" or "competition" coaster brakes. An absolute stand was thus taken against low grade brakes, confirming the position taken at the New York conference.

Among those present at the Buffalo meeting were Charles Glover, C. A. Earl and W. J. Surre, of the Corbin Screw Corporation; W. H. Graham, of the New Departure Co.; L. D. Whittier and R. D. Webster, of the Eclipse Machine Co., and K. R. Jacoby and A. J. Musselman, of the Miami Cycle & Mfg. Co.

Hartford to Make Motorcycle Tires.

After studying the field for a long time, the Hartford Rubber Works Co., of Hartford, Conn., has decided to go into the manufacture of motorcycle tires. To this end it has as a preliminary step taken out a license from the G & J Tire Co., of Indianapolis, Ind., for the right to make tires of the G & J type. President J. D. Anderson expresses the company's view of the motorcycle tire situation by saying that it "is a big field and there is room for us all." When the new tires are put on the market, they will be strictly in accordance with the known Hartford policy of quality and will have back of them a tire making experience unexcelled in length or variety.

Buy Indians as Puzzle Prizes.

Through its New York agents, F. A. Baker & Co., the Hendee Manufacturing Co., of Springfield, Mass., has closed with the United Cigar Stores for 45 single cylinder Indian motorcycles. These are to be given out in prize puzzle competition, and in connection with the advertising campaign with which the competition is to be heralded to the public each of the 184 stores of the United Cigar people in New York will have on exhibition for 30 days a duplicate of the machines which are to be given.

Get Miami Lines for Five States.

The Elyea-Austell Co., of Atlanta, Ga., has obtained the agency control of the Racycle for Florida, Alabama, Georgia, North Carolina and South Carolina. In addition to handling the Racycle for the Miami Cycle & Mfg. Co., of Middletown, O., in this territory, the same firm has also obtained the selling agency for the company's jobbing bicycles in the five States named.

POPE REORGANIZATION PLANS

Creditors to be Paid in Full and a New Company Created—Reduced Capitalization.

A complete reorganization of the Pope Mfg. Co., by which the creditors will get 100 cents on the dollar for their claims, together with 6 per cent. interest, is under way and will probably be completely effected before November. Since the Pope company went into the hands of the receivers one year ago, it has by their excellent management been brought to a point where its affairs will permit of all the creditors being paid in full; and the subsequent reorganization, underwritten by New York and Hartford bankers, with the co-operation of the principal stockholders, will once more place the concern to the forefront in the trade, capitalized on a reasonable basis and with its production concentrated at its Hartford and Westfield plants.

The terms of the reorganization provide for a reduction of the capitalization from $22,500,000 to $6,500,000, and the issuing of $800,000 worth of 6 per cent. mortgage notes, payable in three lots in one, two and three years, respectively, together with the creation of an entirely new company, to take over the properties and assets of the old company. The new company is to have $4,000,000 in common stock and $2,500,000 in preferred stock, and it is estimated that by operating only the Hartford and Westfield plants the earnings should be not less than $400,000 per annum. Holders of the outstanding preferred stock in the old company, amounting to $2,391,000, are to receive 75 per cent. of the par value of the old stock in new preferred stock and 83 per cent of the par value of the old stock in new common stock. To effect this will require the exchange of $1,793,250 of the new preferred stock and $1,984,530 of the new common stock. Holders of the second pre-

ferred stock in the old company get 20 per cent. of the value of the old second preferred stock in new common stock. To redeem the $8,625,100 worth of this old second preferred that is outstanding, will require $1,725,020 of the new common stock. The common stock in the old company will have no participating value in the new.

The owners of first and second preferred stock in the old company are to deposit their stock with the reorganization committee, which will buy in the old company's assets and properties after the receivers have paid off all the outstanding indebtedness, when the new company will be formed and the new stock issued. For its services in financing the transaction and in agreeing to buy up the $800,000 worth of 6 per cent. mortgage notes which the new company is to issue, the underwriters are to take $500,000 worth of the preferred stock in the new company, and $90,450 in new common stock.

The distribution of the securities of the new company upon its starting business would therefore be as follows:

	Preferred Stock.	Common Stock.
Syndicate for $800,000 cash	$500,000	$90,450
First preferred stock..	1,793,250	1,984,530
Second preferred stock.		1,725,020
Balance in treasury....	206,750	200,000
Total	$2,500,000	$4,000,000

For the $800,000 in cash supplied by the syndicate there is the corresponding issue of $800,000 in notes, which must be added to the preferred and common stock to obtain the total of security liabilities.

The preferred stock will be entitled to cumulative dividends at 6 per cent. from August 1, 1908, and no dividends on the common stock will be made until all back dividends on the preferred are paid up. Similarly no dividends on any of the stock will be paid until all the notes taken by the underwriters are paid.

Holland Has the Bicycle Fever.

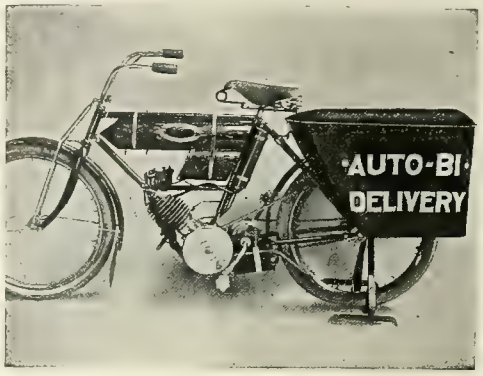
So much of a rage has the bicycle become in Holland during the last few years that the popular enthusiasm over it as a sport is as great as it ever was in the United States or Europe at the period of its greatest inflation, according to Consul Henry H. Morgan, and at the present time about $2,000,000 worth of bicycles are being imported into the country yearly. That the American makers of bicycles could have a larger participation in the business than they now enjoy if they would but pay a little more attention to this market is self-evident, in Consul Morgan's opinion. The English, French and German firms, who are the chief importers of bicycles into Holland, he says, all have established stores for the sale of their products, not only in Amsterdam, but in all the other principal towns of the country, and are doing a good business.

"On any fine day in summer," he continues," thousands of bicyclists may be seen wheeling toward the many seaside resorts of the country, which are all within easy reach of Amsterdam. The nature of the country will always make the bicycle, both as a pastime and for business purposes, popular in Holland. A good American bicycle, I am sure, would find a ready sale, but in order meet with success it is essential that the requirements insisted upon by the Hollander, which consists of a free wheel, a metal rim, and a rim brake both on front and back wheel, be complied with.

"All of the bicycles manufactured in Holland are so equipped, as are also those imported from England, France and Germany. I am certain if the American manufacturers will comply therewith a large business will be done. This opinion is shared by a large number of bicycle dealers with whom I have spoken on the subject. The prices of bicycles in Holland range from $30 to $100."

Carrier for Motorcycle Use.

Entirely distinct from other arrangements of the carrier nature, the package delivery which the Auto-Bi Company, Buffalo, N. Y., has lately brought out for attachment to their machines, have the distinction of being adaptable to motorcycle use without adding the in many cases objectionable feature of another wheel and another track. Like the ordinary



bicycle or motorcycle, it can be ridden anywhere that a single track can be found, and as it is so contrived as not to alter the balance of the machine, it entails no more labor or care upon the operator than is involved in riding for pleasure purposes, and entirely without extra load.

As will be seen from the accompanying illustration, the carrier is arranged to be mounted over the rear wheel. In this position it neither affects the balance of the machine nor interferes with the rider's view of the road. It is supported by an adjustable stand, which, when the machine is stationary, may be dropped to the ground, forming a support and obviating the necessity of leaning it against the surb or some convenient fence or wall. The carrier has a loading capacity of about 200 pounds in weight, and of something like 6 cubic feet in bulk.

Pierce Puts Out a New Model.

As a special product for customers desiring extreme durability, the Pierce Cycle Co., of Buffalo, N. Y., is putting out a new model of the Pierce bicycle. Among other features it has heavier gauge tubing, heavy tough tread tires, and an equipment so substantial as to appeal to buyers who want a mount that will stand the hardest usage for years. As such, it is particularly suitable for the use of messengers, doctors and riders who want absolute and continued reliability.

Aurora Will Continue Components.

Reports that the Aurora Automatic Machinery Co., of Aurora, Ill., intend giving up the manufacture and sale of bicycle and motorcycle compoments, to concentrate upon Thor motorcycles, are officially denied by the company. As an evidence that such a policy is farthest from the company's thoughts, Sales Manager W. E. Rheutan is now on a trip through the Eastern States and will visit the principal manufacturers and dealers in motorcycles and bicycles with a complete line of samples.

Because of the demand for Thor motorcycles and components a large extra force of workmen has recently been added. The increase is based on the expectations of business created by present indications of further gains in sales. During the last two months, the company reports, the orders received for both motorcycles and parts has been greatly in excess of what was anticipated, in view of the conditions.

Export Drawback in Rim Parts.

In connection with the export of bicycles having wood rims the Treasury Department officials have decided that a drawback or repayment of export duty is due the exporters to the amount of the duty collected on the imported aluminum lining of rims. This drawback privilege was sought by the American Wood Rim Co., in whose wood rims imported aluminum linings are used. By the terms of the Treasury decision the amounts collected in duty on these linings when they are brought in will be returned when the linings are again exported in connection with the complete rims on bicycles. One imported aluminum lining is to be allowed for each wheel of the exported bicycles.

Meredith Buys Out His Partner.

A. H. Meredith has bought out the interests of his partner, J. W. Guthrie, in the Meredith & Guthrie Co., Salt Lake City. A new location has been taken at No. 68 West Third, South, where under the personal direction of Meredith, the firm will continue as wholesale and retail dealers in bicycles and motorcycles.

Hall's Hot Time Cost Money.

Firebugs at Alpena, Mich., started a blaze which burned the Blackburn block, and as a result, C. C. Hall, a bicycle dealer, sustained a loss amounting to $1,500. No reason could be ascertained for the action of the malefactors, who set fire to four places in the one night.

COURT DELAYS POPE DIVIDEND

Sets Aside Money for Unzicker Claims—Appeal of Disallowed Claims—Patent Licenses Permitted.

Vice-Chancellor Howell has reserved decision on an application by Sherrerd Depue, as counsel for the Pope Mfg. Co. receiver, to pay a second dividend of 25 per cent. to creditors whose claims have been approved. There was no opposition to the payment of a second dividend, but the proposed setting aside of an equal proportionate share to await the determination of what is known as the Unziker claim, which amounts to $262,000, was opposed by Mr. Depue, and on that account, the main question was held in abeyance. When the first 25 per cent. dividend was authorized the sum of $65,000 was ordered paid into court to be held pending a settlement of the Unziker claim, which had been disallowed, both by the New Jersey and the Connecticut receivers.

Gilbert Collins, of Jersey City, asked that this be done again, saying that funds had been transferred from the Connecticut jurisdiction to that jurisdiction expressly for that purpose.

It was disclosed that the receivers have available for the payment of a second dividend o total of $454,000, that sum being made up of a balance of $241,000, after the payment of the first dividend, $130,000 from the sale of Columbia Steel Co. stocks, and $300,000 received by transfer from the Connecticut jurisdiction. The payment of a 25 per cent. dividend will take up $380,000 while the setting aside of the same proportionate share for the Unziker claim will require $65.000 more, making a total of $445,000, thus leaving a balance of $9,000 in the hands of the receivers.

Mr. Depue argued that there was no necessity of tying up a further sum of $65,000, inasmuch as there was no question but that there would be sufficient assets available for the payment of the Unziker claim in the event of its being allowed. The Hartford plant, Mr. Depue said, was alone worth $1,500,000, to say nothing of the Hagerstown (Md.) and Westfield (Mass.) plants, while the remaining claims, after the payment of the proposed dividend, would aggregate only about $800,000.

Vice-Chancellor Howell signed an order limiting to 30 days the time in which claimants, whose claims have been disallowed by the receivers, may appeal. The claimants named in the order are: Beech & Sweet, Curtin Williams Auto Co., C. H. Childs & Co., Dodge Motor Vehicle Co., Fickling & Co., Quaker City Auto Co., Louisa A. Unziker and others, and B. F. Goodrich Co.

Another order, signed by the vice-chancellor, authorizes the receivers to execute a license agreement with the Associated Patents Co. relative to royalties for the use of clutches and brakes controlled by the Natiantl Brake and Clutch Co., whose devices are to be incorporated in the forthcoming models of the Pope factory.

Howell Acts in Pope Matter.

Newark, N. J., July 31.—The payment of the second dividend of 25 per cent. on all claims allowed against the Pope Mfg. Co. was authorized to-day by Vice Chancellor Howell at Newark in recognition of the claims of Louis A. Unzicker and others, of Chicago, amounting to $262,000, which have been disallowed by the receivers of the company and are now being appealed, the court directed that $15,000 be added to the $65.000 turned over to the court when the first dividend was paid to provide for the possible future recognition of these claims.

German Cycle Exports and Imports.

A downward tendency is still noticeable as regards the importation of foreign cycles and parts into Germany, the returns for the five months ending with May last showing a total of only $66,935, as contrasted with $93,090 in the corresponding period of 1907. The decline is confined to the parts section, the imports of which fell from $80,190 to $53,335. On the other hand, the imports of complete machines advanced slightly—from $12,900 to $13,600. Of this latter total France supplied $5,800 and England $3,200.

As regards the exports of German cycles and parts, this branch, like most industries in the Fatherland at the present time, is passing through a period of lessened activity. The value of the complete machines exported during the first five months of the current year is given as $1,455,500. this contrasting with $1,618,250 in the similar period a year ago. The leading customer at the present time is Denmark, followed by Holland, Switzerland, Russia, Sweden, Belgium, Bulgaria, Norway. To all the countries except Holland, Bulgaria and Norway, the exports have declined, while with the others a larger trade has been done.

It is in the exports of cycle parts that the quietness is the most acute, the shipments having fallen from $7,071,500 to only $5,107,000. The first place in this department is taken by Denmark, the order of subsequent importance being England, Holland, Austria-Hungary, Italy, Belgium, Switzerland, Sweden, Russia, and Australia.

The combined shipments of cycles and parts from Germany during the periods under review amounted to only $6,562,500, as against $8,689,750 in the five months ending with May, 1907.

Start a Motorcycle Repair Shop.

D. E. Thomas and W. H. Thomas, formerly of Minneapolis, have opened an establishment in Elkhart, Ind., for motor and motorcycle repairing. It will be known as the Elkhart Auto Repair Co., and is located at No. 112 East Franklin street, where it is readily available to Elkhart's many motorcycling enthusiasts. All of the repair work will be in charge of an expert.

ATLANTIC CITY ARRANGEMENTS

Everything Ready for the Big Trade Convention—A Big Attendance Already Fully Assured.

All arrangements for the reception and entertainment of the members of the trade attending the big Atlantic City convention of bicycle, parts, and jobbing interests on August 5, 6 and 7, have been completed by the committees in charge of the work, and every indication points to a smooth running off of the entire program, both as concerns the business meetings and the social features and diversions that have been planned.

In order that nobody may by accident be overlooked or neglected in the amusements that have been provided, it is desired that upon arriving at Atlantic City those attending the convention report to either Harry Walburg or W. J. Surre, at the headquarters in the Hotel Shelburne, announcing their presence and indicating whether there are any ladies in their party.

No effort has been made by the committees to reserve hotel accommodations for members beyond a general reservation at the Hotel Dennis, The Pennhurst and the Shelburne for a number of rooms on which applications by members of any of the three associations will receive preference. Definite reservations must be made by the members themselves, however.

Speakers for the sessions of the Cycle Manufacturers Association, the Cycle Parts and Accessories Association, and the National Association of Bicycle Jobbers have been obtained and their addresses will in a way form the keynotes of the discussions.

That the gatherings of the associations at the separate meetings and later in the big joint meeting will have a great bearing and influence on the broad lines of policy to be adopted in the general conduct of the trade, is very certain. A number of large questions are to come up in which are involved some of the knotty problems which every interest in the industry has to face in some form. These will find expression in the remarks of the speakers and having been launched will be open to statements of opinion by those whose experience and business relations are such as to assert their concern in them. Not only the reciprocal relations of the makers, the accessory people and the jobbers with each other will be held up to examination, but the attitude of the industry as a whole toward the retail trade and the user will be considered.

The returns that have been received by the committees in response to requests as to how many people are going to attend the meetings lead to the belief that fully 90 per cent. of the membership of each association will be present, and there will, of course, be many men attending who are prominent in the trade, but who are not members of any of the associations.

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A plain tale simply told.



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¶ You can build for the future and profit now by tying up to a trustworthy tire—the Ajax.

¶ May we send you our proposition—now?

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THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, AUGUST 1, 1908.

"Have not as yet received my copy of the Bicycling World and if it does not come soon I'll die of expectancy. Kindly save a life by hurrying your valued periodical to my address." Charles J. Hutmacher, New York.

A Thought for Atlantic City.

In the conferences and meetings which are to be held at Atlantic City during the coming week by the representatives of various trade interests in the bicycle industry, the deliberations of the cycle manufacturers promise to be the most torrid and eventful. This promise is due to the fact that in the "stripped" bicycle field there are a number of makers who incline to the policy of giving gold dollars for 90 cents when such a plan presents the hope of "putting the other fellow out of business."

While it may neither be possible nor desirable to weave the manufacturers of bicycles into a monopolistic organization designed to secure heavy profits for everybody in the fold, yet measures are to be wished for that would inculcate in the minds of some of the makers an ethical pride in getting at least a fair profit on their products instead of using their selling organizations and production equipment as mere weapons for jealous warfare.

What the industry needs is a constructive spirit combined with sound business sense instead of a multitude of ridiculous endurance contests between manufacturers as to who can shave profits the closest without going bankrupt. Efforts to push competing makers off the map by seeing who could lose money the fastest and the longest have met with conspicuous failure in the past. The evils of hard competition are not to be alleviated in that way.

The true remedy is for each manufacturer to insist on getting a return for his goods that will yield him a reasonable profit after all considerations of interest and of disappointment in credit have been allowed for. If the production of any maker is greater than he can sell at the price he wants, let the production be cut. In several lines of trade it has been shown that when conditions influenced manufacturers to cut their production much below the usual amount, the goods that were made could all be sold at a good margin and the manufacturers all made more money than if they had run at maximum production and had relaxed their insistence on profits in the heat of a battle to get their goods placed.

One of the old standbys in commercial legendry relates to the explanation that "we lose money on every one and the only way we make our profit is because we sell so many." That some bicycle makers give evidence of accepting the theory as both plausible and practical is not a little alarming.

Efforts to bring the makers into agreement as to minimum figures and quotations will be of little avail, because no one would be seriously bound by them. But if each manufacturer could be persuaded to make sure of adequate profits on his own production and to abandon and scorn foolish campaigns designed to employ his factory and products as instruments of ruin to others, the whole difficulty would be solved.

What Road Racing Offers Dealers.

As a sport, amateur bicycle road racing is peculiarly fortunate in its nature, lending itself particularly to the plans of dealers who can see the value of encouraging it. In the first place it makes a very wide appeal as a form of athletic competition in which almost any one may engage without special preparation. Running races, high jumping and similar contests are all recognized as requiring much training and practice. A boxing or wrestling match cannot be seriously proposed with an idea of interesting any large number of competitors, and even a baseball game is limited to 18 or 20 players, with little chance for any personal triumph. Tennis and golf require special grounds and need a lot of time for eliminations and finals.

But a bicycle road race can generally take care of everybody who wants to come in and try for the prizes. While training may have its value, yet the honors are quite likely to go to somebody who has never made any sacrifices of time or money in developing racing speed, but who uses a bicycle regularly and finds that he can go a fast pace when he tries. No special grounds or elaborate equipment are necessary. The roads exist, ready to be ridden upon, and th only things that the contestants require are bicycles—a requirement which the dealer would hardly wish to have eliminated.

The proper conduct of a bicycle race does, of course, impose responsibilities. It is necessary to advertise it properly in order to secure the entries, and suitable prizes and competent officials must all be arranged for. None of these things presents any serious difficulties, however, once the work of promoting a race is under way. It is really surprising to the dealer who has not previously conducted a race to find how liberal the newspapers are in giving space to such affairs, and how generous the manufacturers in the trade prove to be in the matter of prizes when they are convinced that the race is actually going to amount to something and is being run in a square, broad gauge way. Men experienced in racing matters are easily found, who if they cannot themselves arrange to act as officials, are willing to give the dealer full advice and instruction as to what the officials are expected to do and how to do it.

When the great day comes and the race is run the dealer can triumph as "some punkins" and feel that he is doing something that is worth while. All the talk in newspapers and the verbal discussion and the purchase of new mounts by intending riders which has preceded the race have already given him an inkling of the practical benefit of his work, and the affair over, it only remains for him to buckle down to business and reap his just reward in increased trade, which results from the advertising he has received and because of the interest created in cycling.

CORRESPONDENCE

Why the Pastor is a Salesman.

Editor of the Bicycling World:

The ever-readable and "dee-lightful" Bicycling World has just come to hand with this week's issue. As usual I have gone over it, like the old deacon's pacing horse, "most thoroughly," to both my profit and pleasure. I notice, however, that it misses fire badly in one item of news, which you mention with kindliness. Not only is there not "more money in motorcycles," for your humble servant, but if there were 10,000 times as much, the subscriber would still say he would "rather be pastor than president."

The facts in the case are these: As pastor of the best congregation in this Gateway of the South, it is imperative I should have the best means of serving them, namely, a Thor motorcycle. Also it was but consistent with my calling that, having discovered a good thing, I should want to pass it on to others of my fellow men. The latter desire was stimulated all the more by a decided mechanical taste, developed immensely while paying my way through college as an expert with the McCormick Harvesting Machine Co.

Hence the combination by which, in connection with one of the best wheel men in town, we are selling Thors like hot cakes. Already this season we have placed 15 machines, most of them Thors, and the rest other makes before I took up the Thor. And our prospects are better than ever right now—not a bad record, we think, considering the community.

LEONARD W. DOOLAN,
Louisville, Ky.

The Problem of Handicapping.

Editor of the Bicycling World:

The communication from W. H. Remppis, extracts from which appeared in the last issue of the Bicycling World, is one of the most remarkable that it has been my fortune to see, for notwithstanding the looseness and uncertainty of expression, and the vague condition of mind that it discloses, the writer manages to seriously reflect upon the honor, honesty and justice of about everybody and everything connected with the F. A. M.

As the communication of an individual it would not merit attention, but as the statement of an official it acquires a standing that is not only unmerited, but misleading, and it is hardly necessary to suggest that the able president of the F. A. M. should exercise unusual care in selecting the committee that shall serve with this remarkable "chairman."

Exactly what Mr. Remppis wants does not appear—not even to the gentleman himself; but judging from past experience, and observation of doings in allied lines, the motor boat associations for example, the outcome of similar movements is an attempt at change of classification, a proceeding which would be suicidal to the future of motorcycle racing in this country.

The classification adopted by the F. A. M. several years ago was determined on in the best interest of the sport, without regard to the special convenience of the individual, nor of the product of any manufacturer; and the basic principle of making excellence depend upon the results produced from a definite, fixed and limited cylinder capacity has been demonstrated to be the only practical and satisfactory method of comparison ever devised, and there seems to be no valid reason for departing from established methods for the benefit of either manufacturers or individuals who do not see fit to conform to the regulations of the associations whose competitions they desire to enter.

Handicapping has never been either successful nor satisfactory in any branch of sport, for it is only the "guess" of the individual of the moment, and forms no basis for permanent comparison. Formulae without number have been devised for the equalization of motorcycles, automobiles and motor boats, but every one, without exception, has failed, practically on their first application. In automobile competitions these formulae have been practically abandoned. In some motor boat associations the handicapping system is retained, to be altered each season, only to perpetuate dissatisfaction.

With the universal failure of all so-called "formula" methods of handicapping before it, it is to be hoped that the committee on rules will not make the serious mistake of departing from a system that has not only been established but has been accepted and adopted as a basis of manufacture by many manufacturers, whose interests have a right to demand consideration, and which, moreover, has worked with better general results than any formula or system of handicapping ever devised and which gives the rider of motorcycles a basis for comparison that any one can understand.

Whatever this committee does in other directions it certainly rests under a serious obligation to make clear and definite the insinuations of its chairman relating to the past administration of the F. A. M. competitions and to give the officials affected a full opportunity for explanation for the benefit of the multitude of riders who are not in a position to understand the situation, and whose judgment may have been biased by the inuendo contained in the published reports of the F. A. M. annual meeting and the extracts from the communication referred to.

F. A. M. NO. 159.

The Evils of Stealing Pace.

Editor of the Bicycling World:

Of all the nuisances that the motorcyclist is heir to, the greatest is the rider, usually on a push wheel, who insists on "taking pace" from the power driven machine. How any one can find pleasure in pedaling for dear life on a hot summer's day, with no object in view save that of being directly behind and close to a motor bicycle, is hard to determine, yet the popularity of the idea is widespread, as is well known by all who travel on the cycle paths or parkways.

At first thought it may not seem clear why this condition should annoy the motorcyclist. He gets none of the dust, and his way is not obstructed, and possibly, if the self invited "trailers" would bear in mind that they have come unasked and that they may take the pace or leave, as they see fit, it would not be so bad, but their frequent request to "hit it up" and other remarks uncomplimentary to the rider and his machine occasionally induce the motorcyclist to comply for the sake of getting rid of his followers, and then he gets arrested for speeding.

Another thing that may account for the motorcyclist's dislike for "setting pace" is the possibility of accident. With the rider behind keeping his front wheel within an inch of the rear wheel of the motor bicycle, it is necessary for the motorcyclist to maintain an even speed, as an unexpected slowing up will cause an accident. Because of this condition the motorcyclist is not entirely independent, but must needs signal his intentions to people whom he does not know and in whom he takes no interest. This in itself is objectionable, and while he would not be held responsible for an accident occurring in this way, no right minded man is willing to be the cause of, or a party to, the injuries another may receive. The practice is a pernicious one and both sides would be better off if each would seek his companions for riders among those who use the same form of bicycle.

ROAD RIDER.

COMING EVENTS

August 5, 6, 7, Atlantic City, N. J.—Annual mid-summer meetings of Cycle Manufacturers Association, Cycle Parts and Accessories Association, and National Association of Bicycle Jobbers.

August 4, Waco, Texas—Ten miles handicap road race; open.

August 8, 9, Brooklyn, N. Y.—Century Road Club of America's annual combined moonlight and double century runs; open.

August 8, Westfield, N. J.—One mile championship of Union county, and 10-miles handicap road race; Union county riders only.

August 22, Richmond, Ind.—Richmond Bicycle Dealers' Association's 16½ miles handicap road race; open.

September 7, Milwaukee, Wis.—25 miles handicap road race, open.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

THRILLS AT NEWARK VELODROME

Bardgett Leads Kramer in Two Races—Big Spill Causes Sensation—Amateurs in a Very Close Finish.

Copious thrills were provided at the Vailsburg track, Newark, on Sunday, July 25th, by terrific finishes in which Bardgett twice beat Kramer, and by the most spectacular and alarming spill that has been seen at the track this season, in which wheels and riders poured down the banking at the last turn in a regular cascade of arms, legs and handle bars.

The big spill occurred during the second heat of the one mile amateur handicap. An effort on the part of one of the riders to change his position in the bunch while on the steep bank resulted in a collision which sent himself and two others to the bottom. As there were over 20 riders in the heat the big crowd that was just coming into the turn rode high to avoid the falling ones. Two of the second pack rode up so far that their pedals crashed into the posts at the edge of the banking and in their fall they swept the boards clean, bringing down the whole crew into one jumbled mass at the bottom. The spectators in the grandstand and the bleachers groaned and several women fainted at the sight, thinking that the riders must surely be killed, but after the victims had been untangled and carried to their dressing rooms it transpired that no tragedies had resulted. William Morton, of the National Turn Verein suffered lacerations about the face and head, with some internal injuries, while Fred Rothen, also of the Turn Verein, was somewhat cut about the legs. Others nursed a few scrapes and bruises, but were able to continue their riding during the meet.

In the final of the one-third mile professional handicap, Kramer and Fogler were on scratch, Bardgett at 15 yards, Rupprecht at 30, Billington, Williams and Halgin at 40, and Ben Hill at 55 yards. Being only two laps, it was a sprint all the way. Fogler was pushed off ahead of Kramer at the gun fire, and rode his head off trying to pull Kramer up to Bardgett, who was closing up alone on the long markers. Having given Kramer all the aid he could, Fogler dropped out at the end of the lap, while Bardgett and Kramer wormed their way through the center of the bunch, coming out to the front on the home stretch. Bardgett kept his speed to the finish and grinned at Kramer's desperate effort to nip him at the tape. Rupprecht and Halgin got third and fourth.

In the mile open, professional, a tandem pace was provided. The machine was ridden by Moran and Butler, and started about 30 yards ahead of the riders. When the pistol went off, there was a sprinting scramble to get position back of the tandem, Fogler catching it first and Bardgett next in line. The pace was so fast that the contestants were obliged to form in a procession back of it, without much opportunity for changing position. Fogler kept looking back trying to locate Kramer, who was more or less buried in fifth position. On the final sprint Fogler hung back a little to give Kramer a pull if possible, but on finding Bardgett getting out of line and sprinting beside him he kicked hard and came in first. Kramer had come from the outside and was third, with John Bedell in fourth place.

The mile handicap, amateur, was comparatively easy for Fred Hill, of Boston, from scratch, but in the five miles lap race he did too much jockeying in second place and Oscar Jokus got a lead of half a lap toward the end which Hill was not able to cut down and which consequently netted Jokus the plurality of laps.

The final heat of the one mile non-winners' race for amateurs was very close and it was hard for the judges to determine the positions. Seifert, Franks and Mangin were all very close. The summaries:

One-third mile handicap, professional—Won by Walter Bardgett (15); second, Frank Kramer (scratch); third, Edward Rupprecht (30); fourth, Joseph Halgin (40). Time, 0:37⅗.

One mile open, professional—Won by Joseph Fogler; second, Walter Bardgett; third, Frank Kramer; fourth, John Bedell. Time, 1:55.

One mile consolation, professional—Won by Floyd Krebs; second, N. W. Anderson; third, Saxon Williams; fourth, Alfred Ashurst. Time, 2:18⅖.

One-half mile non-winners, amateur—Won by E. Seifert; second, Charles Franks; third, J. Magin. Time, 1:37⅗.

One mile handicap, amateur—Won by Fred Hill (scratch); second, David Mackay (35); third, Adam Beyerman (40). Time, 2:07⅗.

Five mile lap race, amateur—Won by Oscar Jokus; second, Fred Hill; third, David Mackay. Time, 11:37.

American Riders in the Olympic.

As was predicted in the Bicycling World, Cameron and Weintz, the only American riders in the Olympic races, failed to win in the last three events that were decided on July 16, 17 and 18. Cameron won his heat of 1,000 metres sprint, but was shut out in the semi-finals. The final went to Schilles, of France, with Jones of England second, but it was declared void as the riders failed to complete the distance within the specified time limit. Neither of the American riders qualified in the 5,000 metres race, the final of which was held on July 18th, and which went to Jones; Schilles and Auffray, both of France, respectively, second and third. The 100 kilometres race on the same way was won by Bartlett, of England, with Denny, a fellow countryman, second. Lapize, of France, was third. The distance, 62.1 miles, was covered in 2 hours 41 minutes 48⅗ seconds.

RIDES RINGS AROUND HIS RIVALS

MacLean First in Spectacular Three-Cornered Motor Paced Race at Newark—Big Average Speed for 30 Miles.

Hugh MacLean, the Chelsea pace follower, showed what a champion can really do, when, in the thrice postponed three-cornered match motor-paced race of 30 miles, held at the Newark Velodrome Friday night of last week, 24th inst., he virtually rode rings around his opponents, and won the event with a margin of four laps. The other riders were Nat Butler, the veteran long distance plugger, and John Bedell, the sprinter, who has been showing an adaptability for the paced game. Butler was second, bringing up four laps behind MacLean, but Bedell, who had some hard luck, including a punctured tire and a fall, finished two miles in the rear.

The race proved a spectacular affair, as the sensational effect of the machines under the glare of electric lights was much greater than at day. The speed of the contestants, too, added interest, as the men reeled off the miles at an average speed of 1 minute 30 seconds, covering the entire 30 miles in 46 minutes 8⅘ seconds.

MacLean's reputation as a champion, and the fact that he has not lost a race this season, made him the choice of the followers of the game, though John Bedell was the favorite among the spectators, if the applause of those in the stands is taken as a criterion. Butler got a good hand, too, and there was plenty of rooting for him, but it was evident before the contest was long under way that MacLean was the class. In the drawing for positions, Bedell got the pole, with Butler nevt and MacLean on the outside. The race started with the men getting away in this order, Bedell leading Butler by about 20 yards, and the latter being about 30 yards ahead of MacLean.

This order was maintained for more than two miles, and the MacLean went out in the lead. He made his bid on the 14th lap, swinging by Butler with a dash and getting up with Bedell on the next circuit. He shot around Bedell on the first turn, cutting down on the pole at the head of the stretch in such a way that it caused Bedell to drop his pace, fearing a crash. Bedell lodged a protest against MacLean's action, but it was not sustained, and from then on to the finish MacLean was always in command.

Finishing up the first five miles, MacLean had a lead of a lap and a quarter on Butler, and a lap and a half on Bedell. From then on the champion steadily increased his advantage. He rode a grand race, not once losing his pace, and sticking to his machine as if he were a part of it. Most of the time he held to an even pace, but at intervals he would cut loose and swing around the others with comparative ease. When he made these circuits he would swing high on the

bank in spectacular style and then shoot down on the pole like a flash.

MacLean gained his second lap on the sixth mile, passing Bedell and Butler, the latter losing his pace in trying to hold on. At seven miles Bedell punctured his rear tire and fell in the home stretch. He was not injured, but lost three more laps before he got a new machine and caught his pace. At 15 miles MacLean gained another lap on Butler, and both of these riders secured a couple of laps on Bedell. Finishing 22 miles, Butler lost his pace for the second time, and before he picked it up again MacLean had gained another lap, and this advantage he maintained to the finish.

Point Rating of the Riders.

While there has been some shifting in the positions of the riders, professional and amateur, in the point rating based on their performances upon the track this season, Frank L. Kramer retains his lead in the professional ranks. George Cameron shares his position as leader among the amateurs with Fred Hill. The table follows:

Professional.

	Place				
	1st	2d	3d	4th	Pts
*F. L. Kramer	17	2	2	1	96
W. A. Bardgett	5	5	6	4	56
*Joe Fogler	4	10	1	1	53
John Bedell	5	2	7	4	49
Floyd Krebs	5	3	4	3	45
E. F. Root	6	3	1	1	42
Edw. Rupprecht	1	5	1	4	26
George Wiley	2	3	2	1	24
O. Dorlon	1	3	1	2	18
N. M. Anderson	1	2	2	1	16
P. F. Logan	1	1	3	1	15
Alfred Ashurst	0	2	2	2	12
J. T. Halligan	0	1	3	3	12
Chas. Vanoni	1	0	1	2	9
Saxon Williams	0	2	1	1	9
J. F. Moran	0	0	4	0	8
Chas. Schlee	0	1	1	2	7
Thomas Smith	0	0	2	2	6

* Rode dead heat; points divided.

Amateurs.

	Place				
	1st	2d	3d	4th	Pts
Geo. Cameron	12	2	0	0	66
Fred Hill	9	5	4	0	66
Oscar Goerke	1	10	4	0	43
Chas. Stein	7	2	1	0	43
Tom Connolly	4	2	2	0	30
F. W. Jones	3	1	3	1	25
Adam Beyerman	1	5	2	0	24
C. Connolly	1	2	1	0	13
F. W. Eifler	1	0	4	0	13
W. J. Kluczek	1	1	1	3	13
W. Vanden Dries	0	2	3	1	13
M. Vanden Dries	1	1	1	0	10
Ernest Jokus	1	1	3	0	14
Dave Mackay	1	1	2	0	12
Jerome Steinert	1	0	3	0	11
Carl Ericson	1	2	0	0	11
M. Journay	1	0	1	3	10
H. McPartland	0	2	2	0	10
C. Helander	0	2	0	2	8
Jacob Magin	0	2	1	0	8
H. Vanden Dries	0	2	1	0	8
Tom Panacy	1	1	0	0	8
Ed. Seifert	1	0	1	0	7
John Brennan	1	0	1	0	7
J. M. Eifler	1	0	1	0	7
A. R. Wilcox	1	0	1	0	7
A. Hayes	1	0	0	1	6
Peter Droback	0	1	1	1	6
John Eubank	0	2	0	0	6

RECORD MAKING DAY AT CLIFTON

Derosier Makes New American Marks at Five Distances in Competition—New World's Record Established.

Five American professional records were broken and one world's amateur record was established at the new Clifton (N. J.) stadium on Sunday last, 26th inst., before a crowd of 5,000 people. J. B. Derosier, the Springfield professional, broke all the professional competition records from one, to and including five miles, and young Charles Stein, of the Irish-American Athletic Club, established a competition record for two-thirds of a mile, there being no record for this distance previous to last Sunday. Stein's time was 1:24⅖. Derosier's time by miles was 1:02, 2:05, 3:09, 4:15 and 5:25, the former records being, respectively, 1:13⅕, 2:27⅖, 3:40, 4:56⅕, and 6:12⅖.

The meet was the most successful of any that have been held at the steeply banked saucer track situated midway between the New Jersey cities of Paterson and Passaic, and it demonstrated the fact that the track is the fastest of its kind ever in the world, as Derosier apparently could have gone faster if the occasion had arisen for him to have done so.

The motorcycle records were broken in the professional handicap, which was about as thrilling as the Paterson and Passaic people cared to witness. Derosier had given a lap to Turville, and three laps each to Briggs, Mitchell and King. The Springfield flier made the first mile in close to a minute and picked up the lap that he had granted Turville. Round and round he flew, gaining the conceded laps on all but King. It was not until the last mile that Derosier finally gained this third lap on King, and the time as announced is a new American record.

Young Stein rode with a dash that surprised the fans. The little Irish-American champion had been sick for a week or so, and it was predicted that he would have to content himself with a minor position if indeed he finished at all, but he fooled them cleverly. He won the two-thirds mile open, establishing a world's record for the distance, and he also finished first in the mile handicap, with Jones, the local champion, second, and Droback, of Boston, third.

The three-cornered paced race between Wiley of Syracuse, Root of Boston, and Vanoni of Italy, was better than the ordinary run of such races. Vanoni was paced by the veteran Ruden, and he gained a lead at the start, with Wiley coached by Derosier second, and Root, paced by Briggs, laying well back. In the first five miles Wiley and Vanoni alternated in the lead, but in the seventh mile Vanoni had to quit as his motor began to run spasmodically. With the Italian out of the running Root made a spectacular dash after Wiley and caught him after two miles of hard riding. Amid great cheering the blond "pill eater" passed Wiley and gained three-quarters of a lap, which lead he maintained until the finish.

The amateur motorcycle match between Walter Goerke and Decker did not materialize. While training in the morning Decker broke the front forks of his fast Merkel by careles handling, and it could not be repaired in time for the race. Goerke accordingly went three miles against the record, but did not break it, his time for the distance being 3:13⅗. A four cornered amateur match will be the feature on August 9th. The summaries:

One mile handicap, amateur—First heat won by Charles Stein, Irish-American A. C. (scratch); second, Peter Droback, Boston (60). Time, 2:12⅖. Second heat won by F. W. Jones, Passaic (25); second, Mike N. Journay, Nutley (90). Time, 2:18⅘. Third heat won by Watson J. Kluczek, West Orange (60); second, William Vanden Dries, New York A. C. (20). Time, 2:16⅘. Final heat won by Stein; second, Jones; third, Droback; fourth Journay. Time, 2:19⅕.

Three miles motorcycle, against time—By Walter Goerke, Brooklyn. Time, 3:13⅗.

Ten miles motor paced, professional—Won by E. F. Root, Boston; second, George Wiley, Syracuse. Time, 16:40⅘. Also ran—Charles Vanoni, Italy.

Two-thirds mile open, amateur—First heat won by Peter Droback, Boston; second, Charles Stein, Irish-American A. C. Time, 1:37⅘. Second heat won by F. W. Jones, Passaic; second, Mike Journay, Nutley. Time, 1:40. Third heat won by Noon Hudson, Atlanta; second, William Vanden Dries, New York A. C. Time, 1:44⅘. Final heat won by Stein; second, Vanden Dries; third, Jones. Time, 1:24⅖ (world's record).

Five miles motorcycle handicap, professional—Won by Jacob Derosier, Springfield, Mass. (scratch); second, John King, Newark (3 laps); third, Charles Turville, Philadelphia (1 lap). Time, 5:25 (American record).

Mayer Out with Defi to Kramer.

Henri Mayer, the German sprint champion, who is copping the lion's share of cash on the Saltair saucer at Salt Lake, is out with a challenge to Frank L. Kramer. The Teuton wants to ride the American in a series of mile match races, and avers that he has $1,000 of real money to back his opinion that he is the faster rider of the two. He is willing to compete with him, winner to take all, on the track offering the best inducements. The hitch in the matter appears to be that Mayer scarcely will come East while the Jerseyman is doing so well at home that he is very unlikely to entertain a proposition to "wander from his own fireside," even with the chance of adding to his bank account Mayer's thousand dollars and the entire share of gate money which is offered.

MAYER EXHIBITS A FOXY TRICK

German Champion in Hot Contests with Clarke at Saltair—Lawrence Lowers Two Miles World's Record.

Salt Lake City, July 26.—Henri Mayer, the German sprint champion again demonstrated his ability as a match rider by defeating A. J. Clarke again last night at the Saltair ten-lap track. Mayer won the first heat in the slow time of 3:53⅕, but the last two laps were fast. The second heat was called off when Clarke fouled the German by catching hold of him. In the next heat Clarke beat Mayer by riding him high on the track. The German was disgusted when he dismounted, but said he would fool the Australian in the fourth and final heat. Clarke tried the same tactics of riding Mayer high on the bank, but in the sixth lap the foxy old German played his trump card when he made a bluff to go around. Clarke rode nearly to the outer edge of the saucer with Mayer on the outside, but quick as a flash, the German backpedaled and shot down on the pole. After that he simply toyed with the Australian and won easily.

In order to allow the crowd to catch the last train back to Salt Lake City the ten miles professional event was changed to a two miles open. Hardy Downing won a popular victory when he beat Wilcox by less than a half wheel, with Hollister, Morgan and Walker crossing the tape in the order named.

The only other event was a match between Meyers and King. Meyers had no difficulty in winning in two straight heats. The summaries:

Match between Meyers and King—First heat, one mile, French style—Won by Meyers. Time, 3:11.. Second heat, unlimited pursuit, won by Meyers, in 1 mile 3 laps. Time, 3:53.

One mile match between Henri Mayer, Germany, and A. J. Clarke, Australia—First heat won by Mayer. Time, 3:53⅕. Second heat called off after Clarke fouled Mayer. Third heat won by Clarke. Time, 2:12⅖. Fourth and final heat won by Mayer. Time, 2:23⅕.

Two miles lap, open, professional—Won by Downing; second, Wilcox; third, Hollister; fourth. Morgan; fifth, Walker. Time, 4:04.

Salt Lake City, July 23.—Percy Lawrence, the fast young San Franciscan who came to Salt Lake City for the first time this season, broke the world's amateur record for two miles in competition at the Saltair saucer track last night. Lawrence covered the distance in 3:53⅘, the old record being 3:55⅖, made by Giles a week ago. A large crowd cheered Lawrence for his magnificent ride as they did when Mayer, the German champion bested McFarland in their match, and also when young Givlin, the smallest rider on the track, won his first race in the half mile handicap.

The match between McFarland and Mayer was interesting. In the first heat "Long Mac" took the lead at the start and after two laps of easy going began to unwind. Mayer held the jump that followed and with another beat the veteran by a length. Different tactics were pursued in the second heat. McFarland jumped right at the start and had gone four laps before Mayer was able to catch up to him. The long one did not stop but kept on sprinting, and Mayer was able to tag him only at the tape. A dead heat resulted. In the deciding heat



HENRI MAYER

Mayer passed McFarland a lap from home and won by five lengths.

A. J. Clarke punctured in the five miles lap race for professionals. Walker and Devonovitch got most of the lap money, the first named pulling down 50 cent laps 25 times. Fred West had the pole in the last lap and he was able to nose McFarland out at the tape to the delight of the spectators. Wilcox was third and Downing fourth. The summaries:

One-half mile handicap. amateur—Won by Givlin (130); second, Hume (30); third, Schnell. Time, 0:54⅘.

Two miles lap, amateur—Won by Lawrence; second; McCormack; third, Halstead; fourth, Meyers. Time, 3:53⅘ (world's record).

Five miles lap, professional—Won by Fred West; second, McFarland; third, Wilcox; fourth, Downing. Time, 10:26.

One mile match between Floyd McFarland, San Jose, and Henri Mayer, Germany—First heat won by Mayer. Time, 3:03. Second heat, tie. Time, 2:23⅖. Third heat and match won by Mayer. Time, 3:00⅕.

Salt Lake City, July 20.—Although A. J. Clarke rode a remarkably fast mile last night at the Saltair track when he covered that distance in 1 minute 50 seconds, it was not a world's record, as claimed. The record is 1:48⅗, made by Clarke three days more than a year ago on the Glenwood saucer track at Ogden. In his efforts to have records broken at the new ten-lap track Manager Chapman is paying the men to pace the fast ones, with the result that some remarkably fast times are recorded. At the same time world's records are announced which have not actually been made. Such announcements, however, serve to stir the crowd.

The quarter mile record trials did not hang up new marks. Clarke made the fastest time in 24⅖, with Samuelson second in 24⅕. Mayer, with an even 25 seconds, was third. The record is held by Lawson and stands at 23⅘ seconds.

The five miles lap race for amateurs furnished the usual excitement. Lawrence, the fast little Californian, defeated Frank Schnell by a narrow margin, with Meyers, Halstead and Thomas in order, close up. The two miles tandem handicap for professionals went to Achorn and Senhouse. The summaries:

One-quarter mile record trials—Won by A. J. Clarke, 0:24⅖; second, W. E. Samuelson, 24⅗; third, Henri Mayer, 0:25.

One mile open, professional—Won by Clarke; second, McFarland; third, Downing; fourth, Mayer. Time, 1:50.

Five miles lap, amateur—Won by Lawrence; second, Schnell; third, Meyers; fourth, Halstead; fifth, Thomas. Time, 10:44.

Two miles tandem handicap, professional—Won by Achorn-Senhouse (115); second, Walker-Morgan (130); third, Hollister-Palmer (20); fourth, Clarke-Samuelson (20). Time, 3:48.

Salt Lake City, July 16.—Parley Giles, who broke the world's unpaced record a week or so ago, added another sprig of laurel to his crown last night when he covered two miles in competition in 3:55⅕. This breaks the world's record for the distance, the old figures being 3:56⅖, made by Wilcox in 1905.

A. J. Clarke beat Mayer in the three miles open lap race and he covered the distance in 5:41⅖, but did not break the world's record as was claimed. Clarke thought he would have an easy time in the half mile handicap, but Fred West, last year's amateur, went the last lap so fast than no one could get around him. The summaries:

Two miles lap, amateur—Won by Giles; second, McCormack; third, Meyers; fourth, Brodbeck. Time, 3:55⅕ (world's record).

One-half mile handicap, professional—Won by West; second, Clarke; third, Samuelson; fourth, Downing. Time, 0:54⅘.

Three miles lap, professional—Won by Clarke; second, Mayer; third, Palmer; fourth Wilcox. Time, 5:41⅖.

Five miles against time, motorcycle, professional—By T. M. Samuelson. Time, 6:25.

MACLEAN RIDES A GREAT RACE

Champion Repeatedly Laps Collins and Bedell in 25 Miles Motor-Paced Race—Kramer Wins Sweepstakes.

Without a single defeat this year American Champion Hugh MacLean added another victory to his score at the Newark Velodrome on Wednesday night, 29th inst., when he decisively defeated Elmer J. Collins, of Lynn, Mass., and John Bedell, of Lynbrook, L. I., in a 25 miles motor paced race. Collins, who only recently returned from Europe, rode fairly well for 15 miles, but at that time he began to tire and in the final scramble was defeated by John Bedell for second money.

The event was the feature of the second night meet at the velodrome, and although there was a squabble at the start, relative to the clothing worn by Derosier and Briggs, two of the pace makers, it passed off and the large crowd witnessed an interesting contest. Turville, the pacemaker for MacLean, registered a kick against the padding used by Derosier and Briggs, and the referee compelled them to remove it. At first John Bedell refusd to ride, but later he got on his bicycle, but first made the officials examine minutely the clothing worn by Turville. The result made so much animosity between the pacemakers that a real contest developed.

Champion MacLean most emphatically demonstrated that he is the best pace follower in America at the present time, and no doubt will be able to give Walthour a few points when he returns from Europe Not once did the Chelsea rider lose his pace, but always hung onto the roller in magnificent style, which cannot be said of his opponents. Bedell lost his pace a couple of times, and Collins was shaken once, but this once made a big difference as he was practically exhausted and lost nearly a mile before he connected with the pacemaker again.

For the first 15 miles the race was evenly contested, with MacLean always slightly in the lead. The tussle in the early stages between Collins and Bedell was interesting. Bedell tried to pass in the third mile, but he lost his pace. At five miles the men were closely bunched and the time was 7:31. In finishing up the tenth mile MacLean made a big spurt and gained a half lap, his time for that distance being 15:05. At 12 miles Collins and Bedell gained some ground, but in the scramble Bedell lost his pace and MacLean rode around him. MacLean lapped Collins in the 15th mile and from that time slowly increased his advantage. A fight betwen Collins and Bedell in the 18th mile caused them both to lose their pace and in the meantime MacLean lapped Collins three times and Bedell twice, while the last named picked up two laps on Collins.

From then until the finish it was simply a procession, though Collins brought the spectators to their feet in the 22d and 23d miles by challenging MacLean to a pretty burst of speed. On his last effort MacLean lapped Collins again and finished an even mile in front of him, with Bedell finishing in the second place, four laps behind.

Frank L. Kramer won the Velodrome sweepstakes, the two miles being covered in 3:57⅗. Peter Droback, on 80 yards, won the amateur repechage handicap, with Hill in second position, while the 10 miles open went to the latter. In addition to winning Hill won the lap prize, with 16 to his credit. The summaries:

Twenty-five miles motor paced, professional—Won by Hugh MacLean, Chelsea; second, John Bedell, Lynbrook; third, Elmer J. Collins, Lynn. Time, 27:44⅕.

Two miles Velodrome sweepstakes, professional—Won by Frank L. Kramer, East Orange. Time, 3:57⅗.

One mile repechage handicap, amateur—Won by Peter Droback (80); second, Fred Hill (scratch); third, James Zanes (65). Time, 1:58.

Ten miles open lap, amateur—Won by Fred Hill; second, Adam Beyerman; third, David Mackay. Time, ’3:20. Lap winner, Hill.

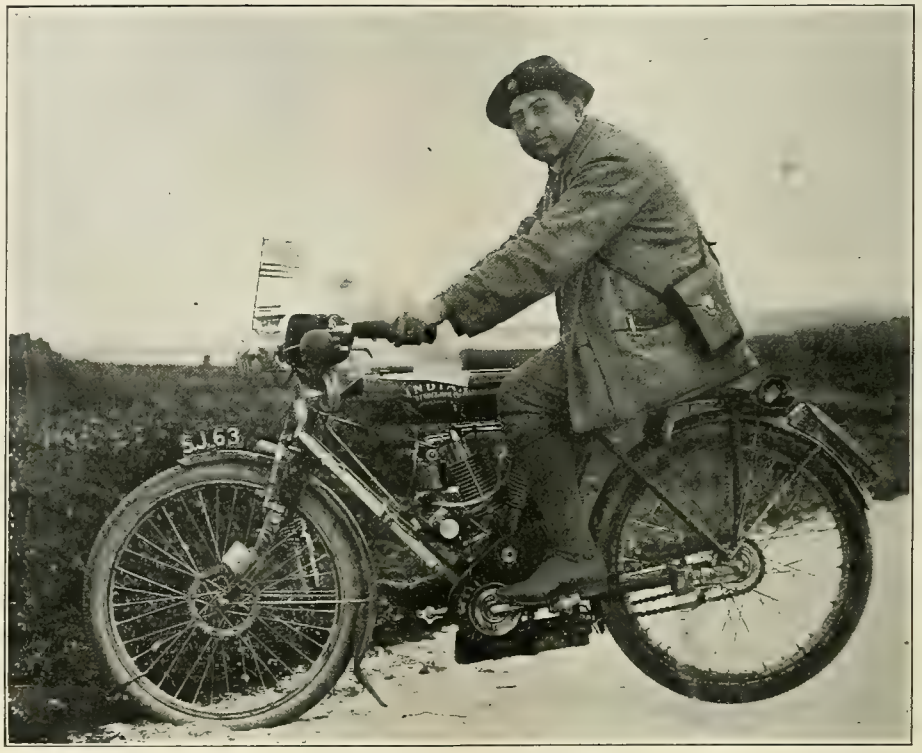
Grand Rapids Motorcyclists Organize.

The Grand Rapids (Mich.) Motorcycle Club has been organized with the following officers: Captain, Arthur Rose; secretary-treasurer, Noel Houze; directors, Dr. Rayman Harmon, John Houze, R. Baxter, Edward Danhof, J. Kruizinga and H. Danhof.

ONLY AMERICAN IN BRITISH RUN

Hastings Captures Gold Medal in Long Reliability Contest—Makes Good Record in Hill Climbing Event.

With rain most of the time and over roads that presented a slippery, greasy surface, 48 of the original 56 entrants in the Auto-Cycle Union of Great Britain’s annual reliability trial for motorcycles, finished their 1,000 miles trip on Saturday evening last, 25th inst., after six days of very uncomfortable riding. Of the 48 who finished, 37 were awarded gold medals; silver medals were given to 5; and 6 of the contestants were the recipients of bronze medals.



THEODORE K. HASTINGS

Theodore K. Hastings, of Brooklyn, N. Y., the only American rider in the contest, was one of the 37 who recived the gold medals. According to reports from the other side, Hastings was penalized 8 points on the second day for arriving too early at a control or, as they say, at a “section.” During this day’s run the contestants encountered “Red Hill,” which, while not exceptionally steep, is long. Hastings easily negotiated the climb and his performance was marked “good.”

On the third day, in the climb up Shap Fell, a hill with a 10 per cent, grade, Hastings was one of 10 whose hill climbing performance was reported as “conspicuously good.” Again, on the last day, when the Berriedale hill was encountered, seven of the contestants, among them being the American rider, were each credited with a “very creditable performance.”

HOPPER GETS ROUSING BENEFIT

Thousands of His Friends See Spirited Racing at Salt Palace—Many Big Riders Contend—$1,400 Realized.

Salt Lake City, July 22.—One of the greatest possessions a man can have is a good friend. When his friends number thousands he is indeed blessed. Last night Norman C. Hopper, who came to this city from Minneapolis about seven years ago and has ridden on the saucer track until he met with an unfortunate accident several weeks ago, found out just how much Zion's people think of him. He found it out when more than 5,000 people crowded into the Salt Palace saucer to assist in swelling the funds of the testimonial benefit meet that was given for Hopper.

It was one of the greatest testimonial race meets ever held in America and the only thing lacking was that poor Hopper was unable to witness the big demonstration in his behalf. When word was carried to him in his cot at the St. Mark's hospital, of the success of the meet, Hopper's gratitude was touching. The brave and plucky little rider could not express his thanks—he just broke down and wept.

The meet was successful from a financial standpoint as more than $1,400 was realized, which will be turned over to Hopper, and there is no doubt that it will come in handy. Everybody in Salt Lake, with one exception, helped make the meet a success. The riders constituted themselves ticket sellers, all of them riding for blue ribbons, and the little pieces of silk won at a benefit meet for one of the most popular riders America ever produced, will long be cherished. The one exception was Manager J. M. Chapman of the Saltair saucer. Chapman has been on the "outs" with the Palace management all the season, and he refused to let Henri Mayer, the German crack, and A. J. Clarke, the Australian rocket, both of whom are under his exclusive management, ride at the Palace. Chapman made a big mistake. When the announcement was made that Chapman refused to let Mayer and Clarke ride the crowd was driven into a frantic passion. The people yelled to bring Chapman out and kill him, and had the manager of the new track been found, it is certain that he would have been harshly dealt with. His unsportsmanlike action was roundly condemned and future meets at Saltair are apt to be more slimly attended, than they have been in the past.

One of the features was what was termed the Hopper record mile open for professionals. Downing took the riders for the first two laps and many of them had difficulty in hanging on. Palmer then took up the pace to be followed by Wilcox and Hollister. De Mara, Samuelson and McFarland were turned loose for the finish and the last named crossed the tape a few feet ahead of Samuelson. The time was 1:49⅖.

The amateurs then went through two fast trial heats preparatory to the final for the Western championship. A beautiful race between Crebs, Schnell and Lawrence resulted. Lawrence attempted to go too far, however, and Crebs, with a pretty sprint, and Schnell on, passed the little Californian just before the finish.

Aside from the good riding by the speed merchants, there were several little side issues that were thrown in to the amusement of the crowd. These started with the introduction of Mayor John S. Bransford, who fired the starting gun. Then came an exhibition never before seen on a track and one which, therefore, established a world's record. "Red" Robinson was the hero in this event. Mounted on a bicycle and with a large tray of dishes, catsup bottles, and so forth, perched on his head, Robinson rode a half mile exhibition. "Red" did all sorts of stunts while riding the saucer, such as shaking hands with his friends, passing out sandwiches and then finished with a sprint that sent him across the tape in 1:17. This exhibition was termed the "Mayor's Special." "Battling" Nelson, the prize fighter, was then introduced.

One of the big events of the evening was the team pursuit between the Americans and the foreigners. Owing to the withdrawal of Mayer and Clarke, McFarland was placed in the foreign team and the fans saw a real race for two miles. After that McFarland was left alone, but he gave the home team a run for first place. The summaries:

Five miles motor match, professional—Won by Whittler; second, Samuelson. Time, 6:11⅗.

Hopper record mile—Won by McFarland; second, Samuelson; third, DeMara. Time, 1:49⅖.

One mile Western amateur championship—Won by Crebs; second, Schnell; third, Lawrence; fourth, Thomas. Time, 1:57⅘.

Two miles open lap, professional—Won by McFarland; second, Downing; third, Wilcox; fourth, DeMara. Time, 3:56⅖.

Five miles handicap, amateur—Won by Lawrence; second, Halstead; third, Wright; fourth, Thomas. Time, 10:58⅕.

Team pursuit, foreigners vs. Americans—Won by American team (De Mara, Samuelson, Downing, Wilcox); second, foreign team. (McFarland, Devonovitch, Palmer, Walker). Distance, 2 miles 6 laps 5 yards. Time, 5:24.

Motorcyclists to Aid Hartford Jubilation.

In connection with the parade which will be one of the features of the celebration of the opening of the new bridge across the Connecticut river at Hartford, Conn., next October, the Hartford Motorcycle Club has voted to take part in the celebration. Not only will the motorcyclists form a division in the march of the 30,000 who are expected to parade, but a hill climbing contest, and possibly races, will be held.

McFARLAND A WESTERN CHAMPION

Wins Ten Miles Title at Salt Palace—McCormack Breaks World's Amateur Record for Five Miles.

Salt Lake City, July 25.—Floyd A. McFarland, who has come to be known as the wonder of the cycling age, won the ten miles Western championship at the Salt Palace saucer last night, covering the distance in 21 minutes 26⅘ seconds, which does not break the world's record, as was announced, the figures for the distance being held by John Bedell.

Frank Schnell made his first appearance as a professional in the long race and plainly demonstrated that he has sufficient speed to class with the fast cash chasers. Achorn, Senhouse, Devonovitch and Schnell were out for the lap money and the rivalry between them added excitement to the contest. Schnell and the Russian quit in the ninth mile and Senhouse did the pacing for the remainder of the distance. Two laps from home McFarland came to the front, but checked himself at the tape in time to give Senhouse an extra dollar. Then he cut loose and was never headed.

Little Crebs demonstrated in the half mile open amateur that for short distances he is without a peer, the same as De Mara was last year. Crebs got the lead at the start and he made the bunch gasp to hang on. Wright was second and Hollister third. The summaries:

One half mile open, amateur—Won by Crebs; second, Wright; third, Hollister; fourth, Thomas. Time, 0:58.

Five miles motor, professional—Won by Samuelson; second, Whittler; third, Heagren. Time, 5:51.

Two miles lap handicap, amateur—Won by McCormack; second, Thomas; third, Brodbeck. Time, 4:01.

Ten miles Western championship, professional—Won by McFarland; second, West; third, Palmer; fourth, De Mara. Time, 21:26⅘.

Salt Lake City, July 18.—Hal McCormack, the San Jose amateur, who has been riding on the Salt Lake track for several years, broke the world's amateur record for five miles in competition at the Salt Palace saucer last night. He covered the distance in 10:31 flat, which is two-fifths of a second better than Wilcox rode in 1905.

One of the largest crowds of the season witnessed the meet, as it was Eagles' night, and those lodge members who couldn't fly, walked or took street cars to the saucer track. The feature event was the five miles lap race for amateurs, as 25 men started and they cut out a fast pace from the start. Several runaways were attempted and this added to the excitement. Four laps from home Lawrence went around the bunch and gained a quarter of a lap, but he could not

hold the advantage and McCormack overhauled him and crossed the tape a half wheel in front of Meyers. The time as stated is a new world's record.

The two miles Eagle handicap for professionals was fast and exciting. Summaries:

Unlimited team pursuit, professional—Won by Leyland-Walker; second, Senhouse-Turville; third, Achorn-West. Time, 4:35⅗. Distance, 2 miles 176 yards.

Two miles Eagle lap handicap, professional—Won by McFarland (scratch); second, Wilcox (50); third, Palmer (90); fourth, De Mara (70). Time, 3:57.

Five miles motor, professional—Won by Samuelson; second, Turville; third, Whittler. Time, 5:58⅗.

Five miles open lap, amateur—Won by Hal McCormack; second, Meyers; third, Wright; fourth, Halstead. Time, 10:31 (world's record).

One mile handicap, amateur—Won by E. J. Hollister (75); second, McCormack (20); third, Meyers (55); fourth, Hampshire (115). Time, 2:03⅗.

Salt Lake City, July 15.—Although no records were broken at the Palace saucer last night, fast times ruled in all the events and one of the largest crowds of the season were rewarded by an excellent card of racing. More than 3,500 attended.

The five miles motor paced race was one of the most sensational ever witnessed on the track. W. E. Samuelson won the race after a hard chase after Jenkins, who kept the lead throughout the race after the first mile and to within two laps of the finish, when Samuelson made his bid. Wilcox, Samuelson, Jenkins and De Mara started in the race and the first named took the lead, relinquishing it to Jenkins after the first mile. De Mara fell behind and was soon lapped, but he remained in the race. Jenkins looked a sure winner until two laps to go, when Samuelson turned on steam.

The three miles open lap for professionals was so fast from start to finish that only a half dozen remained when the third mile started. The finish between McFarland, Downing and Wilcox, was close, the men finishing in this order.

Albert Crebs won the half mile open amateur, covering the distance in 59⅗ seconds, which is exceptionally fast for an open race. McCormack was second and Thomas third, but the latter was disqualified and Lawrence got the place. The summaries:

One mile novice—Won by Colvin. Time, 2:21.

One-half mile open, amateur—Won by Crebs; second, McCormack; third, Lawrence. Time, 0:59⅗.

Miss and out, amateur—Won by Wright; second, Thomas; third, Halstead. Time, 4:12⅗. Distance, 2 miles.

Three miles open lap, professional—Won by McFarland; second, Downing; third, Wilcox; fourth, West. Time, 5:53.

Five miles motor paced, professional—Won by Samuelson; second, Jenkins; third, Wilcox; fourth, De Mara. Time, 7:29.

LAWRENCE MAKES CLEAN SWEEP

Young Californian Captures All Amateur Events at Ogden—Sensational Contest in Unlimited Pursuit Race.

Ogden, July 17.—The most exciting meet at the saucer track this season took place last night. The feature of the several events was the unlimited team pursuit for professionals, and Senhouse, Morgan and Achorn made up the winning team. Walker, the Australian, covered himself with glory when, for over two miles he held out single-handed against the winning team, bringing the crowd of 2,000 spectators to their feet by his plucky effort to save his team from defeat. Devonovitch and Mitten teamed with him at the start, but the latter dropped out after half the distance had been covered and the bewhiskered Russian revolutionist soon followed. Walker took his turn and for awhile it looked like his race, but the combined efforts of the opposing trio were too much and the plucky visitor from the antipodes was compelled to slow down after he had exhausted himself.

The finish of the mile handicap was exciting when McFarland beat Hollister by a half wheel, with De Mara and Achorn close up. The team of McFarland and Downing defeated Hollister and Samuelson in their team sprint race.

Percy Lawrence won both open amateur events, beating Schnell in the half mile open, and Giles in the unlimited pursuit. The summaries:

One-half mile open, amateur—Won by Lawrence; second, Schnell; third, Diefenbacher. Time, 1:00⅕.

Unlimited team pursuit, professional—Won by Senhouse-Achorn-Morgan; second, Walker-Mitten-Devonovitch. Time, 11:21. Distance, 5 miles 3 laps.

One mile handicap, professional—Won by McFarland (scratch); second, Hollister (65); third, De Mara (50); fourth, Achorn (125). Time, 1:52⅗.

One mile motor paced against time, amateur—By Hal McCormack. Time, 1:27⅖.

Unlimited pursuit, amateur—Won by Lawrence; second, Giles; third, Crebs. Distance, 3 miles 1 lap. Time, 6:51⅖.

One mile match team sprint—Won by McFarland-Downing; second, Hollister-Samuelson. Time, 2:22⅗.

Westfield Races to be an Awakening.

From present indications the bicycle races that will be held at Westfield, N. J., next Saturday afternoon, 8th inst., will assume larger proportions than was at first supposed, although the events are open to Union county riders only. The manufacturers have been generous in their prize giving, more than $200 being represented. The ten miles handicap road race will have a Pierce racing bicycle as first prize, and gold, silver and bronze medals will constitute the awards in the one mile championship of Union county, in addition to other merchandise prizes. It has been many years since Westfield has had any sporting events of any character and as a result the city is worked up over the prospect of some interesting sport. W. H. Quackenbush, the Westfield dealer, who is promoting the events, states that he expects more than 20 riders to participate. After the races Mr. Quackenbush intends to entertain the visiting officials at supper and at night there will be a parade to the center of the city, where a band stand has been erected. Preceding the band concert President Adee, of the National Cycling Association, will distribute the prizes from the stand, and short speeches relative to cycling will be made by R. F. Kelsey and Frank Libbey Valiant of the National Cycling Association; Dr. A. C. Griffin and Paul Thomas, of the Century Road Club Association. It has been so many years since anything of the sort has been attempted that it is worthy of more than passing notice, and offers a suggestion to dealers in many localities where public interest in cycling has been allowed to lag for want of "something doing." The races, parade, speech making and band concert will be made an annual sporting institution in Westfield, according to the present indications of the feeling there.

Professional Motorcycle Race Records.

As professional motorcycle races are now included in many race meet programs, a new class of records has been created, as all those made prior to this season were by amateurs. J. B. Derosier holds all the American professional records, all of them having been made and broken at the Clifton (N. J.) Stadium in flying starts. The revised list is as follows, subject to official acceptance by Roland Douglas, chairman competition committee, Federation of American Motorcyclists:

Miles.	Character.	Date.	Time.
½	....against time....	July 5....	0:27⅗
1	....against time....	July 5....	0:56
1	....competition	July 26....	1:02
2	....competition	July 26....	2:05
3	....competition	July 26....	3:09
4	....competition	July 26....	4:15
5	....competition	July 26....	5:25
6	....competition	July 5....	7:23
7	....competition	Jcly 5....	8:32
8	....competition	July 5....	9:45
9	....competition	July 5....	10:55⅕
10	....competition	July 5....	11:59

Motorcycle Events for Springfield Climbfest

Two motorcycle events will be included in the program of hill climbing events to be held on the Wilbraham mountain on September 11th, by the Springfield (Mass.) Automobile Club. The events will be sanctioned by the Federation of American Motorcyclists, one being for machines in the 30½ cubic inches class, and the other for machines whose piston displacement does not exceed 61 cubic inches. The hill is exactly one mile long, with an average grade of 8.58 per cent., but at one point it reaches a grade of 22.1 per cent.

NOVICE SHOWS WHIRLWIND SPEED

Seymour Smashes Local Motorcycle Records at Los Angeles—Furman Defeats Hoffman in Two Straight Heats.

Two motorcycle records were broken at the Seal Garden saucer track, Los Angeles, on Sunday, 19th inst. They were, however, only local records, but the fast time for an eight-lap track is worthy of mention, as a raw amateur slashed into the time made by a professional who styles himself a "daredevil, death-defying," and so forth.

The fast time was made by R. Seymour, on a twin Thor. Erwin Knappe was billed to go one and five miles against time, but he did not put in an appearance because of sickness, and Seymour was pressed into service. Although he had never been on the machine before, Seymour seemed thoroughly acquainted both with it and the steep curves of the saucer track, for he fairly flew. The time was announced as 1:06, equalling the record for eight lap tracks.

Seymour's second hair-raising stunt was when he went after the track record for 5 miles. He was sent away to a flying start, but for the first two miles was unable to get the best out of his machine. After that Seymour picked up speed with each succeeding lap and the five miles were reeled off in 6:07⅖, or 17⅗ seconds faster than was made by "Daredevil" Derkum on the opening day.

"Bill' Furman showed that he is easily the master of "Dutch" Hoffman by trouncing him in two straight heats of their match. The heats were at one-half mile and the first went to Furman by a half length in 1:15⅖. The second and match went to Furman in 1:13, leading the Dutchman across the line by more than a length.

The summaries:

One mile, motorcycle, against time—By R. Seymour (Thor). Time, 1:06.

Five miles, motorcycle, against time—By R. Seymour (Thor). Time, 6:07⅖.

One-half mile match, professional, between Wm. Furman and "Dutch" Hoffman—First heat won by Furman. Time, 1:15⅖. Second heat and match won by Furman. Time, 1:13.

One mile motorcycle, against time—By F. Balke (Thor). Time, 1:13⅗.

One mile novice—Won by Leo Smith. Time, 2:31.

Two miles handicap, amateur—Won by Robert Backrath (scratch); second, J. Florentine; third, Pearne. Time, 5:04⅘.

One mile handicap, professional—Won by Gunn (140); second, Thompkins; third, Furman (scratch); fourth, Duer, (30). Time, 2:05⅘.

Five miles motorcycle against time—By F. Balke. Time, 6:27⅘.

One mile against time, behind pace—Ray Duer. Time, 1:44⅘.

Unlimited pursuit, amateur—Won by Joe McNeil; second, Bryson; third, Backrath. Time, 7:40. Distance, 3 miles 4 laps.

Five miles match, motorcycle—Won by Balke; second, Seymour. Time not stated.

Exciting Motorcycle Races at St. Louis.

Probably the largest crowd that ever witnessed a motorcycle race was present at the meet at St. Paul on Wednesday, 15th ult., at which two motorcycle events were accorded a place on the program. More than 20,000 spectators were crowded into the stands and paddocks and with large fields and exciting finishes it is natural that the motorcycle events should create as much if not more enthusiasm than did the automobile races. Charles W. Van Sickle, of Hammond, Ind., was the star attraction, although he did not win either event. The five miles for machines not exceeding 30½ cubic inches piston displacement went to Gudenschwager (Indian), who finished a length in front of Van Sickle, the scratch man, in 7:18⅕. In the ten miles free-for-all F. S. Haas and Van Sickle battled the entire distance, the former winning by a narrow margin in 11:22⅖.



Dates for C. R. C. of A. Moonlight Century.

The annual combined moonlight and double century run of the New York State Division of the Century Road Club of America, will occur on August 8th and 9th. The moonlight century will leave Bedford Rest, Brooklyn, at 7 p. m., on the 8th inst., and run to Amityville, returning by way of Massapequa, Hempstead and Valley Stream, reaching Bedford Rest at 5:30 a. m. on the 9th. The second half for the double century will start from the Rest at 6.15 a. m., Sunday, 9th inst., and cover about the same course. Survivors of the moonlight ride will receive an enameled pin; to the double survivors will be given a sterling silver medal of unique and appropriate design.

DENVER SEES MOTORCYCLE RACES

Cassady Makes Best Time of the Day in Ten Miles Open—Armstrong and Boyd Each Win Twice.

A crowd numbering approximately 2,000 witnessed the first annual race meet of the Denver Indian Motorcycle Club, held at the Overland mile track on July 25th. All the finishes were close enough to be exciting, and the spectators were enthusiastic.

The best time was made in the last event of the day, a 10 miles open for single cylinder machines, and Cassady, on an Indian, won after an exciting brush with Ganall, astride a machine of the same make. Armstrong won two events, the three miles handicap on an Excelsior, and the three miles open on an Indian. Boyd (Excelsior) was the runner up in both races. He finished first in the five miles open for twins and the ten miles handicap for singles, riding an Indian in the former and an Excelsior in the latter. The summaries:

Three miles handicap—Won by Armstrong (Excelsior); second, Boyd (Excelsior; third, Boot (Torpedo). Time, 4:30.

Three miles open—Won by Armstrong (Indian); second, Boyd (Excelsior); third, Cassady (Excelsior). Time, 3:44⅘.

Ten miles handicap, for twin cylinder machines—Won by Torcray (Indian); second, Cassady (Indian); third, Baird (Indian). Time, 12:46⅘.

One-eighth mile slow race—Won by Tuffield (Wagner).

Ten miles handicap for singles—Won by Boyd (Excelsior); second, Armstrong (Excelsior); third, Boot (Torpedo). Time, 14:05.

Five miles open, for twins—Won by Boyd (Indian); second, Toncray (Indian); third, Cassady (Indian). Time, 5:51.

Ten miles open for singles—Won by Cassady (Indian); second, Ganall (Indian); third, Michel (Indian). Time, 11:35⅗.

Barnes Wins Road Race at Charlotte.

J. M. Barnes, riding an Indian, won the 16 miles motorcycle road race at Charlotte, N. C., on July 17th. W. C. Hitchcock, Indian, was second, and B. L. Rogers, R-S, was third. The fourth finisher was G. P. Hamilton, Curtiss. The respective times of the first four men to cross the tape were 25:40, 28:41, 29:42 and 31.01. Nine riders started in the race, which led over the belt road through Shopton and Steel creek to the Elizabeth mills. There were no accidents.

Peerless Club Schedules Competitions.

The Peerless Cycle Club, one of the newer Brooklyn organizations, will inaugurate two competitions beginning on August 1st. They are mileage and century competitions to end on August 1st, 1909, and two gold medals will be awarded. The club's headquarters are at 117 Court street.

CARE OF THE IGNITION SYSTEM

Why the Insulated Wires Require Special Attention—Causes of Trouble and How to Combat Them.

Most of the ignition troubles which used to be such a bug-bear to the private owner, have now been removed by improvements in the design of the ignition system—a work of salvation for which it is impossible to give too great credit to the manufacturers of ignition apparatus. At the same time the present day owner who is at all neglectful, frequently finds himself in difficulties from which the only way out is the expensive and time-absorbing one of complete or partial re-equipment. That such dilemmas most commonly are caused by neglect, is aptly proved by the dearth of experiences of such a nature among users who are willing to devote a proper amount of time and attention to the maintenance of the machine.

"Probably there are no conditions so severe for insulated wire as those existing with the wires of the electrical ignition apparatus on a motor car," says a foreign expert whose experience in other lines has led to this conviction. "The constant vibration, dirt, dust, moisture, oil, that are constantly flying about all bring very severe strains upon the insulating envelope of the cables. Oil quickly softens rubber, and causes it to lost its insulating properties. Dirt and moisture have a nasty knack of getting at connections where wires enter, or pass under screws, and promptly commence to attack them. The vibration of the car is constantly tending to drive the metal parts through the insulating envelope of the conductors and to break wires off short at screws.

"All of these troubles can be guarded against and the ignition apparatus kept well up to its power, day in and day out, year in and year out, provided that it is well laid out in the first instance, and provided that some one is constantly on the lookout for possible causes of trouble. The cleanest of clean housemaids, if she could be set to keep the component parts of an electrical ignition apparatus clean, could not produce results too good for the requirements of a motor car."

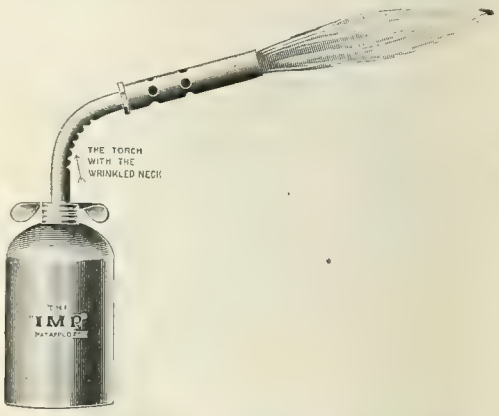
To Clear a Cylinder of Fragments.

It occasionally happens that a broken valve or spark plug proves a source of considerable annoyance and expense because of the difficulty of removing the broken fragments from the cylinder. This difficulty is most likely to arise in motors which have cylinders mounting the valves in offset pockets, so that there is no really sizeable opening directly into the bore proper. Sometimes, probing with a wire or a pair of long-nosed pliers will suffice, but more often, the parts must be left in the cylinder to work whatever harm they may, while the car is run to the nearest garage on the other cylinders, pending opportunity to take down the cylinder and clean it out. A simple kink, suggested by one who has had plenty of experience of this sort, is that of jacking up one side of the machine as high as is possible, taking advantage of the pitch of the road at the gutter, whenever possible, and after removing the valves, cranking the motor as rapidly as possible. The loose particles of broken metal or porcelain will then be thrown upward by the piston, and ultimately will hop out into the valve pocket, from which they can be removed without further difficulty.

Blow Torch Minus Pump and Valve.

Both for the road and the shop a good blow torch is frequently an indispensable tool, and many efforts have been made to produce a torch that was at once light and compact, while being simple and efficient. Of these the latest is the "Imp," which has recently been brought out by the Frank Mossberg Co.,of Attleboro, Mass.

The device is entirely automatic in its



action, having no pumps or valves which must be manipulated for its proper operation. A series of corrugations or "wrinkles" in the neck, as shown in the illustration, increases the heating surface to such an extent that the flame of a match easily generates enough gas to start the torch, after which the peculiar design of the mixing tube makes further attention unnecessary. With four ounces of gasolene the "Imp" will give a powerful, steady, clean blue Bunsen flame for over two hours. The value of such a flame in certain classes of repair work cannot well be over-estimated.

Removing Gear Wheels from Shaft.s.

When attempting to remove sprockets or other gear wheels from shafts to which they are attached by means of taper or plain fits and keys, care should be taken not to use the hammer too freely, for fear of either fracturing the gear or springing it out of line. A so-called "pulley-puller," or special jack may be contrived without difficulty under almost any circumstances, and by its use the part may be removed without imposing any undue strains upon it.

TROUBLES OF THE BOWDEN WIRE

Occasional Puzzling Symptoms and What Produces Them—Suggestions for Care of the System.

Although the average rider seldom has any sort of difficulty with controlling mechanism of the Bowden wire pattern, there are times when simple as it is, it develops rather puzzling symptoms. Thus, although in the ordinary course of events there should be no occasion for the wire to stretch by an amount greater than can be taken up by the regular adjustment, occasionally even this limit is passed without removing all the lost motion, or securing the desired adjustment. Also, it occasionally happens that the wire binds in the tube, causing a slow response, or even no response at all, to the movement of the handle. In neither case, however, is the difficulty far to seek.

The Bowden wire system must be regarded as a single long bearing, since the wire must move within the tube by a small amount every time the device is actuated. Consequently, as a bearing, it should be properly lubricated. This may best be done by rubbing into the strands of the wire a "dope" of graphite and heavy grease, mixed rather thick, in the form of a paste. When this is carefully done as the parts are assembled for the first time, there should be no further trouble in many hundreds of miles of use

Another possible source of difficulty arises from the breakage of one of the other strands of wire composing the cable. As a result of this, the other strands tend to unwind, thus permitting the length of the entire cable to be increased, while the loose ends of the broken strand tend to spread out sufficiently to cause the affair to bind in the tube.

Another Good Roads Convention.

Of interest to motorcyclists was the action taken at a meeting held in Atlantic City, N. J., last Saturday, when the initial steps were taken by the Associated Automobile clubs of that State for a good roads convention to be held in Atlantic City early in September. Efforts will be made to interest the State Grangers in the affair and the associated clubs propose to get in touch with every automobile club in the State and induce the different organizations to send delegates from every locality.

Aside from that, the farmers, the motorcyclists, and every one who is interested in the good roads movement will be invited, and the road problem will be thoroughly discussed. No date has been set for the convention as yet, but it probably will be held during the first wek in September.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

MADCAP MOTORCYCLING MAIDEN

Gives Harlem Cops the Merry Ha-ha, but is Caught at Last—Captured Through Her Care for Others.

Mischievousness void of malice appears to be the ruling spirit with a publicity-seeking 18-year-old Harlem maid, who has been leading the bicycle cops of that vicinity a merry chase for some time past. She rides a motorcycle and the police testimony marks her as a clever rider, though lacking in respect for speed limitations. Her mischievous spirit is seasoned by a due regard for the safety of others, judging by the same class of testimony, and that is how it happened that on Thursday, the 30th ult., she fell into the clutches of the law, personified by Bicycle Patrolman McGrath, of the 152d street station.

With other bicycle cops McGrath often had pursued the fair young motorcyclist when their estimate of her speed suggested that it tended to melt the asphalt. She had a habit of letting a cop get close enough to her to fall just short of effecting a capture. Then she would increase her pace and open wider the gap, across which she threw a mocking smile. Such was the case with McGrath on Thursday, when she passed him at 180th street, going so fast that he pursued with the usual result of getting the merry ha-ha.

McGrath was turning from the fruitless chase when he saw some women start across Broadway just ahead of the fleeting motorcycle, and full in the girl's path. At the same instant the feminine motorcyclist braked up so suddenly as almost to take a header. Then, as plainly she had difficulty in getting up speed again, McGrath sprinted, dashed abreast of her and placed her under arrest.

"If my machine hadn't balked you'd never have caught me," she exclaimed, as laughingly she submitted to arrest. She chatted merrily with the bluecoat all the way to the station, and when she was arraigned on a charge of having ridden at 22½ miles an hour she merely laughed again and asked how much bail she would have to give. The lieutenant said he was not inclined to be exacting, and when the young woman offerred a diamond ring as security for her appearance in Harlem court he accepted it.

Dealer Makes Club His Guests.

Combining a knowledge of human nature with the knowledge that motorcycling induces appetites, G. H. Westing, an Indianapolis dealer, invited the Indiana Motorcycle Club to be his guests at a dinner prepared for them in Martinsville, Ind. The accompanying illustration depicts the 44 members of the club who accepted the invitation. The picture was taken when the motorcyclist met at Monument Circle in Indianapolis just before the start of the ride. An interesting feature in cannection with the gathering is found in the fact that every one of the machines was equipped with Indianapolis G & J tires.



INDIANA MOTORCYCLE CLUB LINED UP FOR A DINNER RUN

Road Race to Aid Good Roads.

A big bicycle road race in the interests of good roads is the latest innovation on the Pasific coast. It is planned to hold the event on Admission Day, September 9th, and if the efforts of the promoters meet with success it will be the biggest event held in California in years. It is stated that the event will be a benefit affair, the proceeds to be devoted to the fund that is being raised to construct a macadamized roadway between Los Angeles and Venice.

Iver Lawson Again Ready to Ride.

Iver Lawson, according to late reports from Salt Lake City, has recovered fully from his most recent accident and again is in condidtion to ride. His injury put his foot out of commission, but he has recovered the use of it.

STOLEN MOTORCYCLE CARRIED FAR

Bicycling World's Story of Theft in Detroit Assists in Recovery—Metzger's Mount Found in Brooklyn.

On July 17th, a two cylinder 5 horsepower Indian motorcycle was stolen from W. E. Metzger, of Detroit, Mich. Last week's Bicycling World contained an account of the theft, together with a description of the stolen machine. Ferdinand Mercier, an employe in the Brooklyn store of F. A. Baker & Co., read the account and yesterday he was the means of putting the missing machine in the hands of the police.

Mercier was riding on a Brooklyn trolley car when he saw a man cleaning a two-cylinder Indian in the front yard. As an employe of Baker & Co. he rather prides himself on his knowledge of Indian owners and their machines, and here was a strange man with a strange machine. Mercier left the car and investigated the affair. It took him but a minute of close inspection to realize that the wheel before him was the one which the Bicycling World had described.

Detectives were detailed to the case, and with the amateur sleuth as one of the party they went to the place where the wheel had been seet. It still was there and an examination showed that an attempt had been made to obliterate the manufacturer's number from the crank case, other identification, however, were found and the police seized the wheel as stolen property and removed it to headquarters where it now awaits for instructions from the rightful owner. The man in whose possession the machine was found has not been arrested; he says that he bought the motorbicycle from some one in New York City and paid $105 for it. The police are looking for the man who sold a $270 Indian, in perfect condition, for this amount.

BOUND TO BE A MOTORCYCLIST

Little Jap Has Strenuous Experiences, but Sticks to the Sport—Undismayed by Hospitals and Police Courts.

If you confuse I. Nikano with G. Nikano you lose the gist of this tale, for while "I." and "G." are brothers, and while both are concerned in the story, yet the parts they play are widely different and "I." has said that it hurt his business to have the doings of "G." ascribed to him. Nikano, "I." and "G." live in San Jose, Cal. "I." is a Japanese, so is "G." "I." is the proprietor of a bicycle shop, "G." is the proprietor of a motor bicycle which he bought from "I.," and thereby hangs the tale.

G. Nikano prevailed upon brother "I." to sell him a motor bicycle on the little-down-and-something-every-once-in-a-while plan. It must be said in "I'," behalf that he didn't really approve of the plan, but he fell for the scheme when he had heard a few yards of "G.'s soft Nipponese language, and "G." paid a little bit down and went away with a power machine which didn't know Japanese but answered a grip control like a charm.

Brother "G." had not ridden far when he found himself between a couple of automobiles, one of which was going north, the other south. "G." was going west. He meant to retard the spark, but instead he opened the throttle. When, subsequently, he regained consciousness, he was comfortably tucked in a little white bed, waited upon by a gentle faced (they're always gentle faced in tales) nurse, and one broken leg bore mute testimony to what had happened.

The invalid remained in the hospital for six weeks. Of course there was "nothing doing" in the every-once-in-a-while plan, so "I." waited with true Oriental patience. Then "G." was discharged, cured, and sallied forth again on the motorcycle, which kind friends had rescued, and repaired during his illness.

All went well for six days and then, while rounding a corner on asphalt pavement which some misguided official had caused to be sprinkled, "G.'s" machine went one way, "G." went somewhere else, and when they found him he was shy 25 per cent. of his hearing appendages, which is to say one-half of one ear. More hospital, more bills, with nothing left to pay brother "I."

But such little incidents didn't daunt the indefatigable motorcyclist who no sooner was able to ride than he did ride, as witness the police blotter in a local station house where "G." paid to the city the sum of $20 for violating the speed rules, and again one I. Nikano mourned his loss.

But "it's a long lane that has no turn," also "three times and out," likewise several other axioms, so "G." felt that while "misfortunes never come singly," he had had all that was coming to him, and once more he set out. This time it was a head-on collision with another motorcyclist. The brave little Jap emerged from the wreck with the smile of one about to commit hari kari. "The fault was all mine," he politely announced. "So will the cost be," responded the party of the second part, not to be outdone in repartee.

Whereupon G. Nikano gave the necessary instructions to a motorcycle repairman and paid $75 for the repairs, and the once-in-a-while plan still waits.

But I. Nikano is a good sport. True it is that he kicked when the newspapers confused him with his brother, but who wouldn't kick under similar conditions? "I." says that "G." is all right, and "G." responds that his several misfortunes will not prevent him from paying "I." in full for the motor bicycle. In the meantime the residents of San Jose eagerly scan the newspapers for accounts of incidents in "G.'s" motorcycle career. It has only begun, and its termination lies between the demolition of the motorcycle, the complete disablement of the plucky Jap, or a glorious victory.

Gang of Juvenile Thieves Exposed.

After selling a bicycle for 40 cents, Florence McCarthy, a 12-year-old Buffalo boy, was arrested in that city charged with having stolen the machine. The youth confessed to the theft and in his confession implicated twelve of his companions in affairs of a like nature. Their arrests followed and resulted in the recovery of 11 stolen bicycles. They also furnished the detectives with information which will lead to the recovery of about 30 more machines.

None of the prisoners are over 18 years old. The theft of the wheels began last spring, but so far as the police could learn last night, none had been disposed of to second-hand or junk dealers. It is through such sources that the police usually get track of stolen property. McCarthy was tipped off to Detective Wellington and policemen Ryan and Dowd as a lad who could tell something about missing bicycles.

Newark Plans Motorcycle Club House.

While appreciating the fraternal feeling which is responsible for the action of the New Jersey Automobile and Motor Club in housing the New Jersey Motorcycle Club of Newark, since the organization of the latter body, the motorcyclists now are planning to secure a club house for themselves. No definite decision as to where they will locate has been announced, but the house committee expect soon to secure a suitable building, where the club will have its own home.

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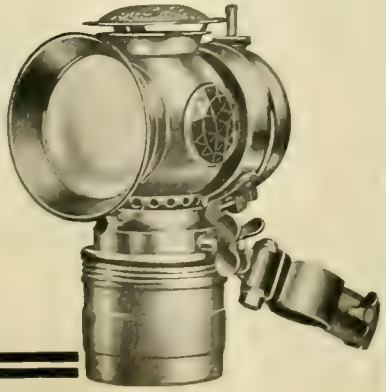
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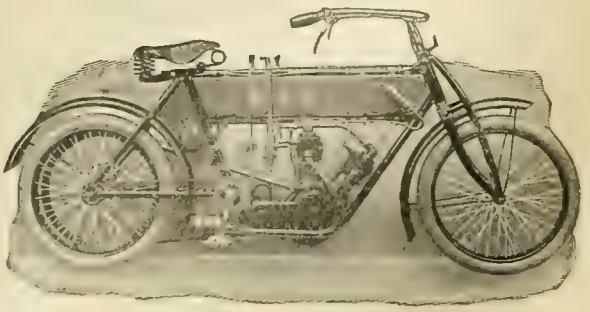
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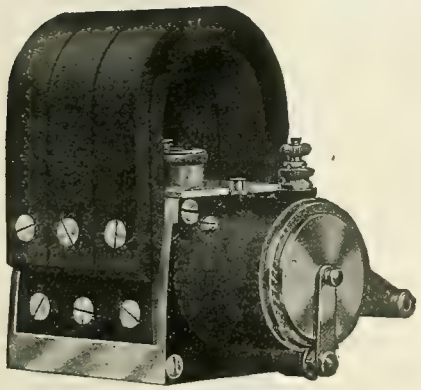
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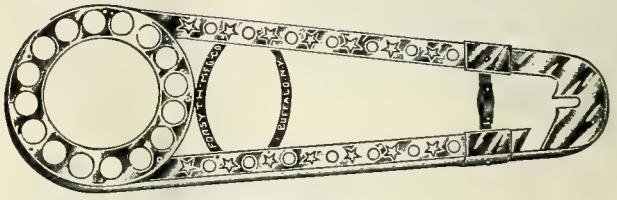
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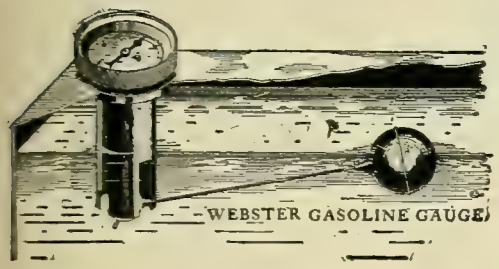
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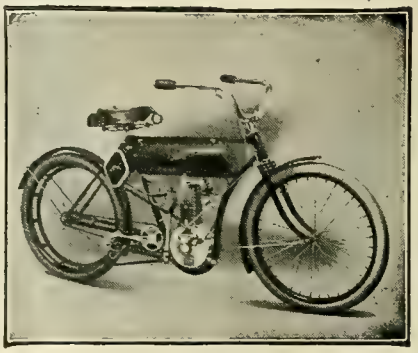
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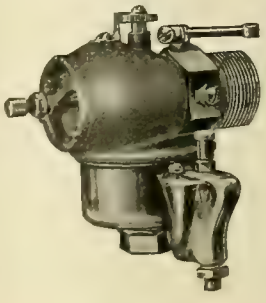
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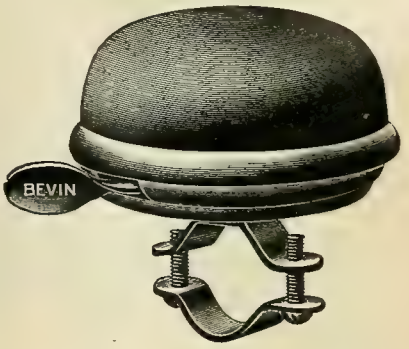
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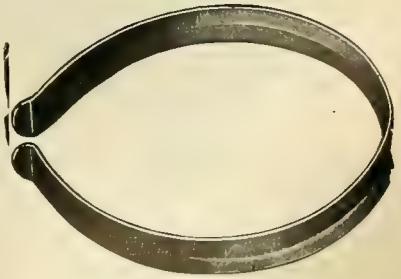
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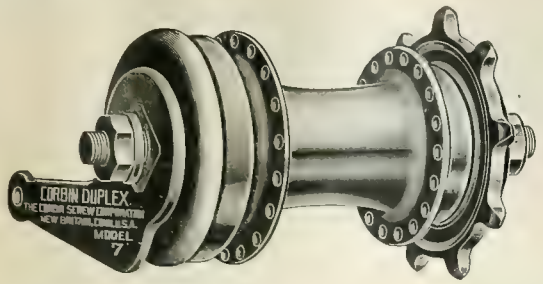
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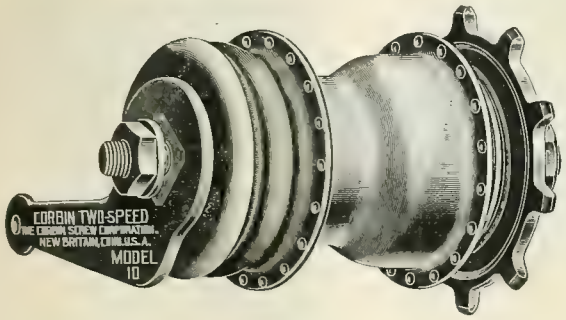
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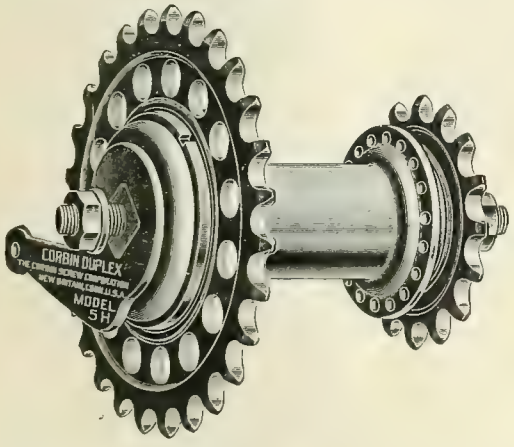


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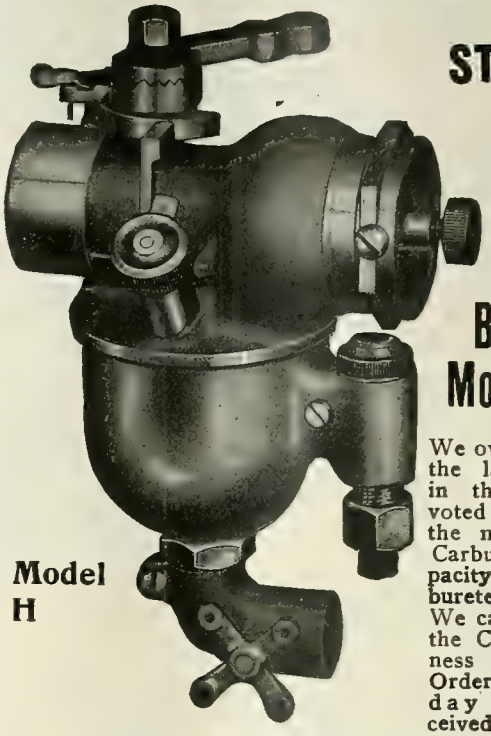
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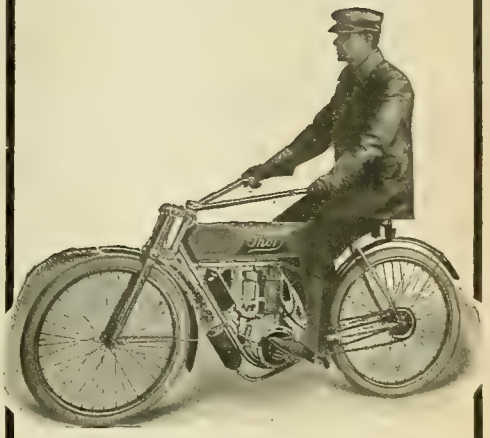
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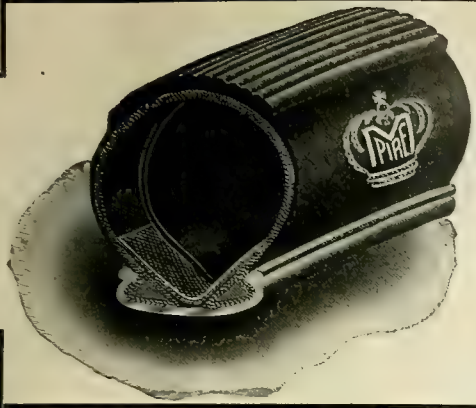
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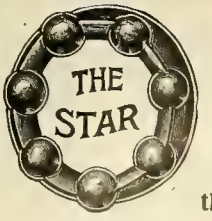
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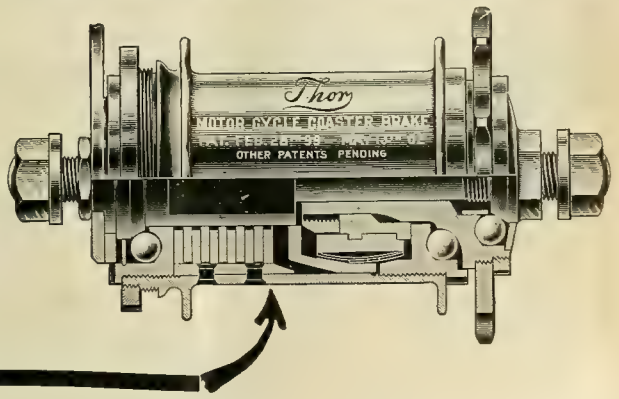
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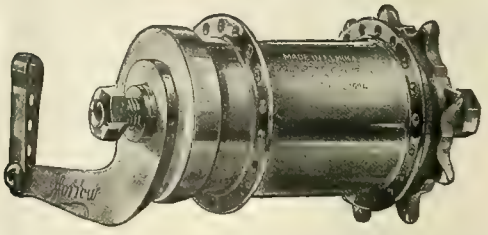


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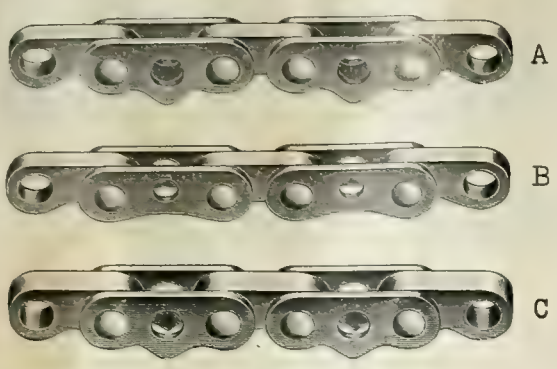
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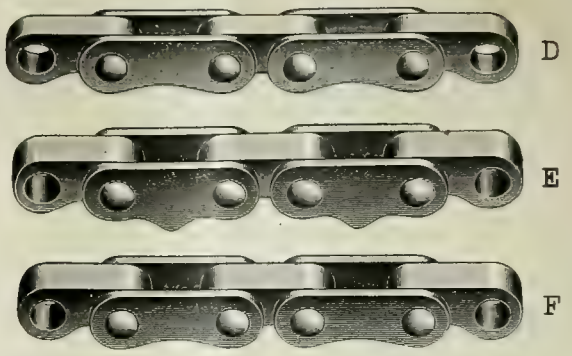
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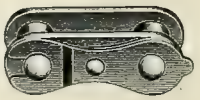
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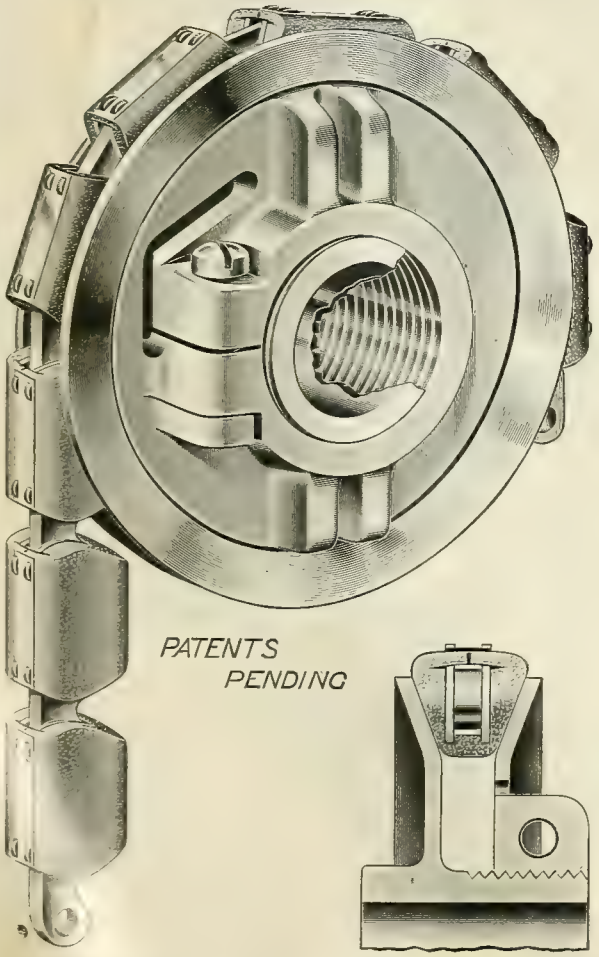
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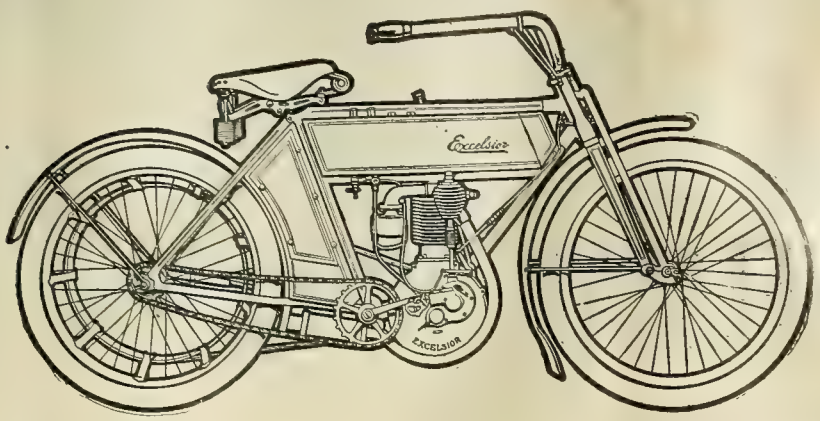
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¶ The only penalty inflicted was one of 10 points for one machine being late at Buffalo.

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¶ Write for our new catalog M. C.

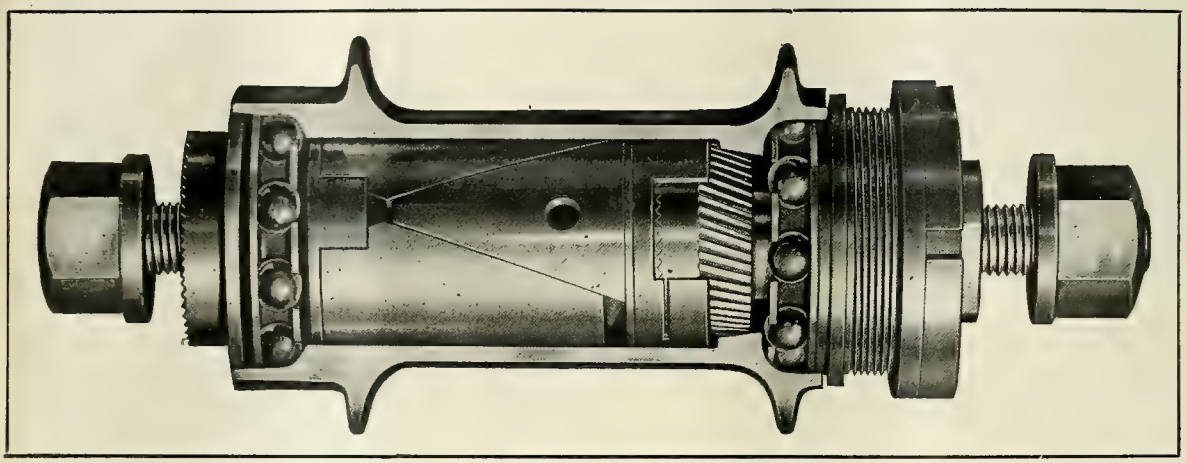
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¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

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Volume LVII | New York, U. S. A., Saturday, August 8, 1908 | No. 20

MOTORCYCLES AT CHICAGO SHOW

Plans for Big Section Where All the Exhibits Will be Together—Machines to be Featured.

Arrangements are being made by Manager S. A. Miles, of the Chicago automobile show, for an immense motorcycle section in that affair. The show takes place early in February and the exhibit of motorcycles is to be made one of the big features. The management is planning to set aside a large area of choice space for the motor bicycles and their accessories, and instead of having the motorcycle exhibits scattered around the building in different places, as at previous shows, they will be all together, which will permit of a grouping and arrangement that will present an impressive spectacle.

The space and location that Manager Miles has in mind for the motorcycle exhibits is that which was to have been taken by the Motor and Accessory Manufacturers, Inc., but which the latter will in all probability relinquish. Except for the spaces devoted to the exhibition of complete cars, this space is the choicest that the show buildings afford, and has always been in great demand. It is only by reason of the automobile accessory makers' association giving up their control of the space that the motorcycle exhibitors will be enabled to get it.

The value of a motorcycle section, where all the exhibits of this character can be arranged together in such a way as to combine into one big demonstration of importance, has already been proved in a measure at New York, where the idea was originally tried out in connection with the automobile show at Madison Square Garden. According to present plans, however, the section which the machines are to have at Chicago will exceed any previous efforts of the kind, both in the size of the space devoted to them and in the number of exhibitors who will be represented. Special decorations for the section are also planned.

Being thus grouped together as an important part of the show, the motorcycles will receive a degree of attention from the newspapers and from visitors that they would not otherwise get. Prospective motorcycle customers will have the opportunity of seeing all the chief makes together ready for easy comparison and the interest that will be created in the machines cannot but have a beneficial effect on all concerned.

The New York automobile shows are also to have motorcycle exhibits. These will be held in January. The space to be allotted for the motorcycle section at the Madison Square Garden show will be decided upon within the next week or so, and it is thought that the same plan of a motorcycle section as last year will be carried out. Manager Miles, of the Chicago show, has not as yet reached a point where he can definitely announce the terms and allotment methods at the Windy City exhibition, but announcement will be made as soon as the details have been settled.

The increasing field of motorcycle manufacturers makes a strong trade support of the motorcycle section features at automobile shows a practical certainty. The new makers are anxious to take advantage of any promising method of bringing the merits of their products before the public, and the older makers, already with established reputations, are equally keen to show the features of their later models.

Thomas-Roberts Agency Dissolves.

The Thomas-Roberts Motor Co., which was recently formed by F. W. Thomas and H. T. Roberts, of Rochester, N. Y., to take the eastern New York and New Jersey agency for the Harley-Davidson motorcycle, has dissolved. Arthur Davidson, of the Harley-Davidson Motor Co. is coming from Chicago to New York this next week to make arrangements for new Manhattan representation.

ATLANTIC CITY'S TRADE MEET

Business Program Concludes with Joint Meeting of the Three Associations—Speeches and Entertainment.

Concluding with a big joint meeting on Thursday afternoon instead of Friday morning, as originally planned, the business part of the bicycle trade conclave at Atlantic City on Wednesday, Thursday and Friday of this week was despatched more quickly than the program had provided for. The decision to hold the joint meeting Thursday was more or less the result of threatening weather which held the tradesmen around the Hotel Shelburne after the meetings earlier in the day, of the Cycle Manufacturers Association, the Cycle Parts and Accessories Association, and the National Association of Bicycle Jobbers, respectively. It was thought desirable to take advantage of the situation by posting a call for the joint meeting at 4 p. m., across the street at the Hotel Dennis.

The separate meetings of the three trade bodies had been chiefly routine in their nature. Incidental with its other business the Cycle Parts and Accessories Association elected new officers. William H. Crosby, of the Crosby Co., was again chosen president, and W. J. Surre, of the Corbin Screw Corporation, treasurer. To succeed Charles A. Persons, of the Persons Mfg. Co., as vice-president, L. M. Wainwright, of the Diamond Chain & Mfg. Co., was elected, and James H. Foster, of the Hydraulic Pressed Steel Co., succeeded H. S. White as secretary. A new member, the Milford Rubber Co., of Milford, Ill., was taken into the association, thus bringing the membership to 44 concerns in the parts and accessories trade. The treasurer's report also showed a substantial balance in the treasury.

At the joint meeting of all three associations the chief speakers were W. H. Crosby,

of the Crosby Co. and president of the Cycle Parts and Accessories Association; A. J. Musselman, of the Miami Cycle & Mfg. Co.; L. M. Wainwright, of the Diamond Chain & Mfg. Co.; Clarence E. Whitney, of the Whitney Mfg. Co.; P. R. Robinson, George W. Nock and D. P. Harris. It was decided that the next meeting of all three associations will be held at Put-in-Bay, O., the dates to be decided upon later by the association presidents.

The speech of President Crosby, of the C. P. and A. A. was a keynote of the spirit of the meeting. It was, in part, as follows:

All I want to say is a word of warning, and I hope you will pardon me if I am plain spoken. It seems hardly necessary to state that these organizations have been of great material benefit to the individual members during the past two years. This is a proposition that I do not understand any one here disputes. If there has been any claim to the contrary, I have not heard it and I think I have canvassed the trade very thoroughly. Then why allow disruption?

Perhaps the best way to place the situation fairly before you is to outline some of the benefits that will accrue from the continuance of these organizations and then set forth the losses that are sure to follow their disbanding.

What then have been the advantages?

First, good fellowship. Perhaps some will ask, what has this to do with commercial success? A sufficient answer is the statement, and I think all the old members of the cycle trade will vouch for the truthfulness of it, that nothing contributed to the downfall of the industry eight years ago more than the strong personal antagonism of some of the leaders of the business. Now has not our association eliminated a very great deal of this personal hostility? Not all, for that is impossible here as it always will be everywhere. But these gatherings have without question made us better acquainted with each other and we see many good points in our neighbors and perhaps less bad, that we did before. The very fact that we have been able to meet from time to time without serious disagreement is evidence of a great lessening of the antipathies of the past. This is a pleasant thing to say the least, but I maintain that it is profitable. Like oil it lessens friction and friction is regarded in most machinery as expensive and wholly undesirable.

These associations quicken our sense of honor and make plain the sharp reprobation that will follow any departure from the strictest lines of commercial integrity. The making of money is not the whole of life. The good book says "A good name is better than great riches." I think perhaps this country never gave so emphatic an approval of this sentiment as during the last year when it was discovered that so many of our rich men had gotten their wealth at the expense of their reputations. If any missteps are made by our members they soon become known and they are brought home to the offender in such a way that he is at least more careful in the future. They are made aware that their word must be as good as their bond if they are to stand well with their fellows.

I would refer next to the publicity campaign. Such concerted efforts as we have been carrying in the past two years would be impossible if the associations were to go to pieces. That this advertising movement has been valuable in stimulating the trade I don't think any of you will deny. It would be a great misfortune to allow it to drop now. It is a subtle form of advertising that is slow in result but none the less sure, and increases in effectiveness from year to year. If we stop, we lose in large part the value of our expediture. I earnestly hope, therefore, the association will continue their line of work.

The great advantage and the one perhaps that is generally viewed as the sole desideratum is the increased price for our goods. Had this been unreasonable I could understand the effort to break up the associations. But it has been moderate and altogether proper. There has been no advance in the price of bicycles to the consumer but simply a shifting of the expense of marketing. The jobber and dealer had the best of it for years owing to the recklessness of the cycle makers, and I suppose even they did not retain the proportion to which they were entitled, but gave part of it away in the keen struggle for business. Let us have a little more fairness and reasonableness so that all may live and let the other fellow live at the same time. The parts maker and the cycle maker during the life of the associations have each made a little money —no more than they are entitled to. I would like to see the present prices maintained. I would be against any further advance. The tendency of many organizations is to press the advantage of united effort too far. The buyers become restive and a reaction is certain to set in.

The advantages briefly sketched have in a large measure been effected during the past two years. There are others within reach, but they need a very wise management of the two associations and a frank co-operation of all the members in order to be secured. Principal among these are regulations of output and exploitation of the foreign markets. It would be difficult for me to say much on these subjects without repeating a portion of my address of last year, but they seem to be of such vital importance that I will trespass upon your good nature by such a repetition.

The control of output has been arranged I am informed, by one association which absolutely dictates the volume of production to its members—allowing a certain percentage of increase one year and curtailing a certain percentage the next, as the committee in charge is able to gauge the demand of the public. I can see nothing in this harmful to the people, provided the prices maintained are not excessive. It does avoid the feverish activity of one period, followed by the partial stagnation of the next—it maintains an equilibrium which is beneficial alike to workman, employer, jobber and consumer. Can our association do this? Perhaps we are not yet working in sufficient harmony, probably have not yet the confidence in each other that is essential to the success of any new and unusual movement, but all such arrangements take time and require hard work on the part of somebody or some committee. Whether the actual control of output can be maintained or not, I think the situation each year should be critically examined, by special committees, and suggestions as to how much increase the public will take, if any, or how much falling off in demand may be looked for, should be clearly placed before each member. If a danger signal is necessary it can be thrown out; I cannot believe, with the experience of the last 15 years so everpresent in our memory, there would be any one who would disregard it.

If these associations had taken up earnestly two years ago some plan for the exploitation of the foreign market, we would not have had the stagnation in the bicycle trade which we have all experienced during the past season. Two years ago I called your attention to our lack of effort in the foreign field. Last year I stated, because we had plenty of business at home it was no good reason why we should not seek trade abroad. The very depression which I warned you might come was upon us within three months. Shall we go to sleep once more and rely wholly upon a revival of business within our own borders? We can easily produce as many bicycles as either Great Britain or Germany, yet our output for two or three years has been about half that of England and about one-third that of Germany. Does the English or German public buy so many more machines that the American? You have only to read the English and German cycle trade papers to get an answer. A very large proportion of bicycles manufactured in those countries goes abroad. The great buyers are Australia, India, South Africa, Japan, New Zealand and South America, but France, Holland, Spain, Portugal, and Egypt are on their lists. If it can be said that any one of these ought to be our customer, it is South America; yet this is almost wholly within the control of Germany. Can't we make bicycles as good and as cheap as Germany? Unquestionably. The real reason is that the Germans have gone into that field scientifically. They have sent out trained men who have ascertained just what the South American buyer wants, even to such details as the color of enamel and the method of packing. By giving them exactly what they want, they maintain their control and their exports of bicycles in South American have steadily increased while we are shipping practically nothing. It is only necessary for me to bring to your minds a picture of this country exporting one half as many bicycles as we sell in the home market to illustrate the immense boom that our business would receive.

Let us look for a moment upon what will follow the disruption of our association What, I may say has already begun? There was an idea prevalent some weeks ago that the association was a thing of the past and there began somewhat of a scramble for business. This stampede, I believe, was stayed by the notices to attend this annual convention. Now, gentlemen, look the future squarely in the face and let each manufacturer answer for himself. Do you want war or peace? War is expensive to all and death to some. That is a moral certainty. If we go to pieces our profits will be cut to the quick and some may through the fierce conflict that will follow go to the wall. This is nothing to be desired even by the survivors. But who will survive? These are serious questions and ought to be considered candidly and answered honestly. It seems to me the only sane conclusion that we can react is that we "must all hang together or hang separately." I hope, then, that each member will bear a little with the infirmities of some other member; forget some of the unpleasant things that have occurred and be willing to sacrifice something for the general good. And let me warn you in conclusion, if you throw away the advantages you have already gained, it will be a long and sorry day before you pick them up again.

The grievances of the jobbers were aired by P. R. Robinson, of the New York Sporting Goods Co., in a vigorous fashion. He took the accessory makers seriously to task for alleged price abuses, and showed where the jobbers feel themselves unjustly treated. His comments on this phase of the trade were, in part, as follows:

I want to call your attention to a few points which I think are of vital importance

(Continued on page 772.)

EXPORTS GAIN IN SIX MARKETS

Fiscal Year Ending with June Shows Some Remarkable Figures—The Report in Detail.

Six of eighteen foreign export divisions show gains, but beyond this there is nothing particularly encouraging can be said to be shown by the report for the twelve months ending with June, 1908, so far as the exportation of American bicycles is concerned. The total for the fiscal year was $796,277 as against $1,182,914 for the year ending with June, 1907. The month of June shows a loss of $47,231, as the exports during June a year ago were $100,881, while this June they were $53,650.

For the year, Italy, British North America, Mexico, British Australasia, Cuba, and Other West Indies and Bermuda, showed modest gains, but all the other export markets fell off. The United Kingdom, which last year bought $294,722 worth of American machines, cut down to $104,793, and Japan, which had a total last year of $143,366, reduced its purchases to $98,084. The group known as Other Europe dropped from $199,308 down to $70,507. The other losses were not so severe, but sufficient to make a big aggregate on the wrong side.

Gains for the month of June are to be found in the returns for Belgium, Argentina, and "Other Countries," all the rest of the list showing losses. France dropped from $3,049 to $120, Japan from $12,839 to $2,018, Mexico from $11,786 to $5,652, the United Kingdom from $26,604 to $15,866, and British Australasia from $6,189 to $2,986. The gains were too slight to make an impression on the total, Belgium's increase being from $1,549 in June of 1907, to $1,614 for this June, while Argentina's increase was from $1,167 to $2,080. The trade of "Other Countries" counts little either way, the increase being from $357 to $374. None of the divisions shows a consistency of gain between the returns for the month and for the year.

The summary in detail is as follows:

Cycles, and parts of— Exported to—	June 1907	June 1908	Twelve Months Ending June 1906	Twelve Months Ending June 1907	Twelve Months Ending June 1908
United Kingdom	$26,604	$15,866	$219,875	$294,722	$104,793
Belgium	1,549	1,614	26,571	27,067	24,441
France	3,049	120	39,792	38,940	22,395
Germany	4,667	1,676	79,761	40,466	30,692
Italy	1,774	1,716	33,923	22,172	27,810
Netherlands	3,894	2,952	128,864	38,482	31,442
Other Europe	8,971	3,505	244,738	199,308	70,507
British North America	7,606	6,000	69,513	55,324	63,113
Mexico	11,786	5,652	90,846	95,529	97,150
Cuba	4,765	2,705	37,184	40,568	43,007
Other West Indies and Bermuda	1,641	1,073	21,885	20,117	25,166
Argentina	1,167	2,080	16,603	19,392	14,899
Brazil	2,137	1,407	9,254	13,137	8,472
Other South America	943	937	17,284	18,747	15,655
Japan	12,839	2,018	197,203	143,366	98,084
British Australasia	6,189	2,986	93,866	81,482	91,304
Other Asia and Oceania	1,533	960	29,295	23,657	18,881
Other countries	357	374	14,308	10,438	8,766
Total	$100,881	$53,650	$1,370,765	$1,182,914	$796,277

Cycle Imports of the United Kingdom.

A slight upward movement was noticeable in the importation of foreign cycles and parts into the United Kingdom during the month of June last. The gross total amounted to $73,225, as against $69,710 the previous month, and $66,750 in June, 1907. The total was made up of $2,315, the value of the 60 complete machines brought into the country, and parts valuation to the extent of $70,910. For the first half of the current year, however, a decline of some $1,400 has been manifest on the totals, including the deductions for re-exports. The total number of machines imported during the period was 446, their aggregate value being $15,265.

The export figures revealed a noteworthy decline. For the month of June, 6,989 complete machines were shipped, the valuation of which was $167,480. One year ago, the corresponding figures were respectively 7,994 and $198,665. At the same time, the valuation of parts exported increased from $307,450 last year, to $365,015. During the half year, the export shipments have increased in value from $3,379,920 to $3,898,820 —considering only the gross amounts for this year and last.

Merry Made Unhappy by Fire.

E. F. Merry, the San Francisco bicycle and supply jobber, who came East on a buying trip recently, had scarcely arrived in New York before he received a telegram advising him that his place of business had been burned. He was therefore obliged to leave for San Francisco last Monday. The fire did over $10,000 worth of damage to Merry's establishment at 507 Golden Gate avenue, at the same time destroying a number of other stores and an automobile garage, with a total damage of almost $100,000.

Kokomo Adds a Motorcycle Tire.

After tests of over a year, the Kokomo Rubber Co., of Kokomo, Ind., announces a motorcycle tire. It will be of the single clinch type, and the thorough preliminary work that has been done assures its being a worthy addition to the well known Kokomo line.

ALCOHOL AND GASOLENE COMPARED

Authorized Statement of Their Equivalent Value Revives Interest—Change Necessary in the Motor.

Interest in the denatured alcohol question is revived by the authorized statement that as a result of the government investigation which has been going on for several years it has been proved that for the purposes of the internal combustion motor alcohol has the same power producing value, gallon for gallon as gasoline, when used under the most advantageous circumstances. In a paper upon the fuel investigation read before the American Society of Mining Engineers, and just published, Joseph A. Holmes, under whose direction much of the undertaking has been carried out, reported as follows upon this particular branch of the investigation:

"Investigations into the relative efficiency of gasolene and denatured alcohol as power producers, undertaken in connection with work for the Navy Department, have demonstrated that with proper manipulation of the carburetters, igniters, degree of compression, etc., denatured alcohol has the same power producing value, gallon for gallon, as has gasolene. This is a most interesting development in view of the fact that the heat value of a gallon of alcohol is only a little more than 0.6 that of a gallon of gasolene. To secure these results, compressions of from 150 to 180 pounds per square inch were used, these pressures involving an increase in weight for the size of engine over those used for gasolene. Although the engine especially designed for alcohol will be heavier than a gasolene engine of the same size, it will have a sufficiently greater power capacity so that the weight per horsepower need not be greater."

An investigation is now being conducted by the Technologic Branch of the United States Geological Survey and has been under way since 1904, when an act of Congress provided for the establishment of an experimental laboratory in connection with the Louisiana Purchase Exposition.

Dale Leaves a Large Estate.

The will of Charles H. Dale, the deceased president of the Rubber Goods Mfg. Co., has been filed in the Westchester county surrogate's office, at White Plains, N. Y. It lists an estate of $2,500,000, all of which goes to his wife, Jennie L. Dale. No bequests are left to his relatives or employes. It is said that he gave considerable property to them before he died.

Goodyear Makes a Single Clinch.

A new single clinch motorcycle tire is being offered by the Goodyear Tire & Rubber Co., of Akron, O. The past experience of the company in the field of motorcycle tires will be reflected in the new model.



AJAX TIRES

are built to build a quality reputation. That is why they give overflowing measure of value for the money.

¶ They're built to build the trade of the man with enterprise to get in touch with us, too.

¶ Our proposition needs your name and address to come to you.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

Crack Pace Followers Recognize the Reliability of

COLUMBIA RACERS



Hugh MacLean on a Columbia racer.

The *Boston American,* July 31, 1908, says:

"Hugh MacLean is the recognized American motor-paced champion, and this season appears to be in his best form, as he has won every race he has started in and made sensational time in all of them. The hardest events have come with Jimmy Moran, his nearest rival for premier honors, and he has yet to beat him decisively.

His best distance is twenty-five miles, the possesses exceptional endurance and speed for that journey and can follow any motor with the throttle wide open."

Jimmy Moran also rides a COLUMBIA.

If interested in the purchase of a bicycle, these facts are significant.

SOLD BY POPE DEALERS EVERYWHERE.

POPE MANUFACTURING COMPANY, Hartford, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED -1877-

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, AUGUST 8, 1908.

Why "Outsiders" Get the Agencies.

Where a season ago the sales managers of some of the concerns making motorcycles fairly begged bicycle dealers in various cities to take up the sale of the motor propelled bicycles, only to be figuratively and sometimes literally laughed at, this season has seen many of the same dealers in a frantic scramble to get motorcycle agencies away from "outsiders" who have come into the field and who by their enterprise and enthusiasm have made such agencies so profitable as to appear highly desirable.

In many instances, through inability to interest established bicycle dealers, manufacturers of motorcycles have given their agencies to men who have had no experience with bicycle selling in the past, but who, through riding motorcycles have developed the "fever" to such an extent as to make them powerful missionaries and sales producers. It is only about twelve months since the agency for a well known make of motorcycle went begging among the bicycle dealers of a big city, all of whom refused it. Ultimately it was given to a man almost devoid of practical business experience, but who, having ridden this particular make was aware of its merits and of the charm that motorcycling offers as a sport, a recreation, and as a means of transportation. His sales and prosperity have been such that this spring each and every one of the bicycle dealers who refused the agency has been making desperate efforts to get it, but very properly the manufacturer feels that the original agent should be supported in the success he has made, by the continuance of his agency rights.

That the motorcycle business should thus largely fall into the hands of others than the regular bicycle dealers is an unfavorable commentary on the commercial acumen and enterprise of the latter. It should not be necessary for them to have visible and forceful demonstrations before their very eyes in order to see the possibilities in this direction. To wait for such an awakening means too frequently that the good agencies have all been taken by the time the bicycle dealer comes to a realization of what he is missing.

In a sense the motorcycle may be said to have developed a whole new crop of young merchants. Mere youths have taken motorcycle agencies in a sort of "curbstone" way and have soon branched out with stores and business establishments rivaling, if not surpassing, those of the ultra-conservative bicycle dealers in point of size and money making. In a majority of such successful examples the lack of business experience has been compensated by the vigor and force with which sales have been pushed, with exhibitions of initiative and selling vim practically unknown and impossible to certain classes of bicycle dealers.

Resentment that so profitable a line of trade should be given over to others than themselves has been shown by "old line" bicycle dealers in not a few cases. Seeing the actual value of such agencies assured, they seek to wrest them away from the enterprising fellows who first got and developed them, and they are apparently surprised and grieved to find an inclination on the part of the makers to stick by the agents who took up the sale of their products at a time when the bicycle dealers as a class were most discouraging in their indifference and lack of interest. That such resentment should be directed at their own want of judgment rather than at the motorcycle makers, is quite evident.

The field of the motorcycle is still very young and the development of new manufacturers affords opportunities for many favorable agency arrangements, so that the bicycle dealer who has so far overlooked his own best interests in this direction may yet arrange for a fair slice of the business. But it must be remembered in taking a motorcycle agency that the pace is being set by young men of unbounded enthusiasm and energy, unhampered by old conservative ideas of waiting for business to come to them, and that competition will therefore be of the lively and stimulating sort, in which the big rewards will go to those who know how to make the most of a good thing.

Motorcycles for Police Reserves.

Motorcycle squads as applied to police duty in large cities have become so common as to attract small attention from the public at large. It is only when, as rarely happens, figures as to their actual performance are given out, that it is possible to realize their actual intrinsic merit to the organizations as well as to the communities which they serve. The report of the performance of the Toledo squad for the month of July, printed in another column, lends point to the matter in this connection. Incidentally, the thought comes to mind that the value of these machines for emergency purposes in answering hurry calls of one sort or another, and performing general light despatch duty is sufficient to warrant their adoption as a regular station house adjunct, wholly apart from whatever patrol or special duty other such machines may be assigned. There are many times when the saving of even a few minutes or even seconds of time in reaching some point of call may mean the conservation of hundreds of dollars worth of property, the protection of human life, or the securing of valuable evidence. As the police departments of the country become more familiar with the possibilities of the motorcycle, broader uses for it will continue to present themselves. Among them, that suggested doubtless will figure to a marked extent.

Weight as an Index of Health.

It is more or less a pity that the habit of training, by which is meant the close study and regulation of the human body in such a way as to develop its faculties for certain specific purposes, is confined almost wholly to athletes, who are a limited class. If more men in the ordinary walks of life would pay strict attention to their bodily welfare, not so much in the matter of com-

fort as in the conservation of the vitality, there would be fewer bad livers in the world and more keen minds. This is a subject of vital interest to cyclists because so many bicycle riders employ the pastime as a direct means to health. Yet it is unquestionable that in many instances its benefits are lost and its blessings misapplied through injudicious use, that riders fail to obtain from it its best service.

In the theory of the English veteran expounded elsewhere in this issue is a valuable suggestion for the laymen who uses the bicycle for the purpose of keeping himself "fit." Taking the variations in weight as an index of physical condition, it is possible to tell very closely how much exercise and recreation are required to regain lost standing. This, the mere pursuit of blind inclination will not do. It is just as bad to ride too much as too little, and otherwise the correct medium is hard to determine. The rider who seriously desires to upbuild his body by the use of the bicycle, should consult his scales as regularly as the clock, and as seriously as a dyspeptic at the hot springs.

Rural Free Delivery Again.

Farmers are coming to look with great favor upon the motorcycle. To the rural inhabitant, perhaps, the power driven machine does not appeal because of its utility as a means of outdoor pastime, but rather because it serves as a means of keeping him in closer touch with the outside world, both by its personal use, and through the medium of its use in connection with the rural free delivery.

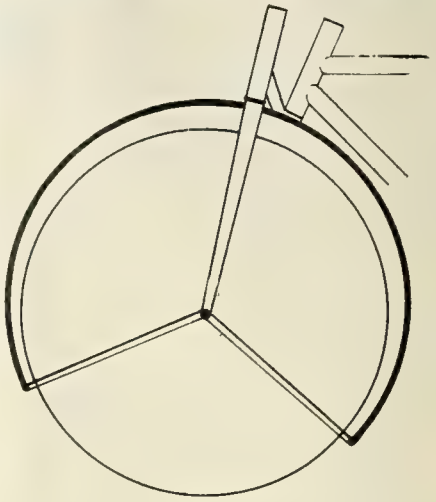
In various parts of the country motorcycles have been employed in connection with the mail service. In Iowa—to take a recent instance—a rural carrier has been using a motorcycle on his mail route with most satisfactory results. Actual operation has proved that he can cover his 25 miles route, serving 75 homes, in two hours, as against eight and ten hours required with a horse and cart.

If a man, mounted on a motorcycle can deliver a given quantity of mail over country roads in one-quarter the time he would require to perform a similar service with a horse-drawn vehicle, there can be no further question as to the importance of making the power driven bicycle as much an adjunct to the postal service as the pedal driven mount now is. For all doubts as to its reliability and economy were overcome satisfactorily long since.

RISDEN INVENTS A SPRING FORK

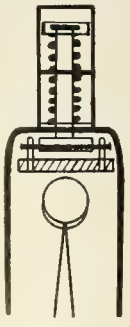
Californian Agent Makes New Application of an Old Idea—Front Mudguard Combined with the Spring.

Though seemingly closely limited to certain forms already well known, it is nevertheless quite true that spring fork design offers an astonishing number of hitherto untried possibilities, some of which are exceedingly promising. A good instance of



this exists in the new spring fork which has been designed by C. Will Risden, agent for Indian motorcycles at Los Angeles, Cal., in which the chief point of novelty is found in the use of a very long, combined mudguard and spring which spans about three-quarters of the circumference of the front wheel and carries a large part of the weight which is thrown upon the fork.

Flat sectioned springs have been used in somewhat the same manner before, but



never to a degree which would enable the spring itself to replace the mud-guard. The effect thus secured is that of a very long flat spring, necessarily combining a maximum of resilience with ample strength. In addition to this, the weight also is partially supported by means of the fork, the head of which is carried in an enclosed housing, supported by carrying and rebounding springs, and also provided with an air cushion, which has the effect of a shock absorber.

The accompanying illustrations show the general arrangement. The ends of the long spring are carried by stays which run to both of the tapered ends from the axle. The steering fork slides in the cushion housing which is mounted on the connection which replaces the usual crown fitting. The fork sides span the flat spring and the upper end of the stem is fitted with a piston which slides in the housing to form the air cushion for the shock absorber. The main point of fixture of the flat spring guard is at the crown fitting. The support of the load is thus brought about through the action of the stays at the ends of the spring, the effect of the oscillations of the latter being resisted by the load and rebounding springs in the auxiliary head with its cushion. The steering action is distributed through the entire contrivance, and is not relegated solely to the guiding forks, as is the case with some devices of the same general nature.

Tests have demonstrated that this arrangement is peculiarly effective, it is said. Such trying efforts as riding up and down over curb stones produce no visible effects upon the device, while the machine fails to reveal the expected degree of exertion and jar. While the general principle employed is somewhat similar to that used in several other types of spring fork, of both foreign and domestic manufacture, the basic idea is distinctly original.

COMING EVENTS

August 8, 9, Brooklyn, N. Y.—Century Road Club of America's annual combined moonlight and double century runs; open.

August 8, Westfield, N. J.—One mile championship of Union county, and 10-miles handicap road race; Union county riders only.

August 10—Fourteen miles road race from McKeesport, Pa., to Elizabeth and back.

August 22, Richmond, Ind.—Richmond Bicycle Dealers' Association's 16½ miles handicap road race; open.

August 30, Baltimore, Md.—Curbstone Wheelmen's 10 miles handicap road race, Mace's avenue course.

September 7, Milwaukee, Wis.—25 miles handicap road race, open.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

Binding Screws that Need Watching.

Magnetos which are designed to be readily detached must be watched to see that the binding screws do not become loose. Should this occur there is great danger of the gears becoming sufficiently out of mesh to permit of their climbing, which in a very short time will result in stripping the teeth.

BEDELL WINS AN EXCITING RACE

Fogler Finishes First in 25 Miles Event, but is Disqualified—Drobeck Gets Runaway Victory Over Stein.

There were doings at the Newark Velodrome last Sunday afternoon, 2d inst., and something more than the excitement of close finishes to keep the assembled fans on the edge of expectation. Incidents came thick and fast in the 25 miles professional race, which had to be started a second time because John Bedell got a puncture before half a lap had been ridden and the race had to be stopped until he made a change of wheels. Before the race ended there was a scene between Eddie Rupprecht and Joe Fogler, the former shaking his fist at the latter as they rode side by side and threatening bodily harm because of an alleged breach of track etiquette. Rupprecht's show of temper won him no friends, as it generally was considered gratuitous.

The race was a hot contest throughout, with a continual scramble for the half mile and five mile prizes. Eagerness to secure these aids to the financial situation incited keen rivalry among the leading riders, and Walter A. Bardgett especially appeared to be "out for the money," as he succeeded in copping the first three of the five miles prizes. He wanted also to connect with the fourth, but Frank L. Kramer wanted to eke out his balance at the bank and went for the little bit of cash with irresistible determination and got it. Bardgett won the first five miles easily, going out for a big lead after Fogler had mistaken the count and sprinted a lap too soon. At ten miles he beat Fogler in a hot sprint, and at 15 he disposed of both Fogler and Root, riding around the Brooklyn rider in the home stretch. Bardgett gave Kramer a pretty fight for the 20th mile, but the jump of the latter in the stretch was just a little too much for him and he missed the final lot of loose change by half a wheel.

Because Fogler was lying back in the bunch after the fifteenth mile, it looked as if he was all in and that Kramer would have to fight out the contest unaided. What it meant, however, became apparent when, on the second lap from the last Fogler jumped to the front and cut out for the tape. In his eagerness to get the lead he cut down on the runboard inside the pole line on the backstretch and his act was seen by the other riders and the referee. Kramer, going around the outside, followed Fogler to the bell, and then came Bedell and Bardgett, close up. This was the order maintained until the backstretch was reached, and then Bedell made his bid. With a quick jump he was up to Kramer's side and with another he was in the lead of the champion and setting sail for Fogler. Turning into the home stretch the three men came fighting every inch of the way. When the tape was reached they were almost abreast, Fogler, on the pole, having about three inches on Bedell, and the latter, a similar advantage over Kramer, who was on the outside. Bardgett was behind this group and Root was back of him. The first announcement of the finish gave Fogler as the winner, but on the protest of Root the referee disqualified him and moved everybody up one position, which action of that official obviously added cash to several bank accounts.

P. Drobeck, who has had considerable experience behind the motors, simply ran away from Charles Stein in their match. It was Stein's first effort at following the machines, and he could not follow "Sunny" Briggs with any degree of success. At one mile Drobeck began to pull away, and at two and a half miles he lapped Stein for the first time. Finishing six miles and a half, Drobeck gained his second lap and he passed Stein for the third time right on the tape at the finish. Drobeck's time for the ten miles was 16 minutes 7 seconds, while the best mile, which was the last, was reeled off in 1 minute 33⅘ seconds.

Alfred Ashurst, the popular Newark boy, carried off the chief honors in the half mile pro, open for non-winners, while Jack Magin landed the one-mile amateur handicap, got second in the amateur miss-and-out, which went to Carl Ericson, and then took the lap prize in the five-mile amateur open, put on as an extra number. The winner of this last race proved to be Maurice Vanden Dries, who nipped Adam Beyerman at the tape. The summaries:

One-mile handicap, amateur—Won by Jacob Magin, National Turnverein, Newark, (90 yards); second, Edward Seufert, Newark, (110 yards); third, Walter Schlee, Newark, (10 yards). Time, 2:00.

Half-mile open, professional—Won by Alfred Ashurst, Newark; second, Edward Rupprecht, Newark; third, Thomas Smith, Newark; fourth, J. T. Halgin, Newark. Time, 1:09⅗.

Miss-and-out non-winners, amateur—Won by Carl E. Ericson, Brooklyn; second, Jacob Magin, National Turnverein, Newark; third, Jerome Steinert, Hicksville, Long Island. Time, 5:31⅗. Distance, two miles two laps.

Five-miles open, amateur—Won by Maurice Vanden Dries, New York; second, Adam Beyerman, New York; third, William Wehner, New York. Time, 11:37⅗.

Ten miles motor paced match race—Won by Peter Drobeck, Boston, paced by Charley Turville; second, Charles Stein, Brooklyn, paced by "Sunny" Briggs. Time, 16:07.

Twenty-five miles open, professional—by John Bedell, Lynbrook; second, Frank L. Kramer, East Orange; third, Walter A Bardgett, Buffalo; fourth, Eddie Root, Boston. Time, 1:01:34. Winners of intermediate five miles, Bardgett 3, Kramer 1. Half-mile prize winners—Ashurst, 10; Schlee, 9; Halgin, 7; Appleton, 5; Hill, 5; Judge, 2; Billington, 2; Bardgett, 3; Hague, 1; Fogler, 1.

AGRAZ SPEEDY AT LOS ANGELES

He Captures Two Races at Seal Gardens Meet—McNeil Wins by Very Clever Pace Following.

Two races cleverly won made Emil Agraz the big smoke at the Seal Gardens meet at Los Angeles, Cal., Saturday afternoon, 1st inst. The better of the two contests was the mile professional handicap. There were seven starters, with big Bill Furman the only one on scratch. Agraz and Deur, the nearest markers, were soon overhauled and the trio set out hotly after the men ahead. Gunn, starting at 100 yards, was leading the bunch and held his position until the seventh lap, when Agraz unwound a terrific sprint that closed a gap of 40 yards in half a lap and put him first across the tape, with Gunn 6 feet behind. Oudkirk was a close third, while Furman, perceiving his mistake in delaying his sprint, coasted in for fourth money.

In the final of the half mile open, professional, Agraz, Furman, Oudkirk and Deur were the starters, and the race was nip and tuck from the pop of the pistol. Agraz got the pole and was pressed hard by Furman, but never allowed himself to be headed, and won handily.

Joseph McNeil won the five miles paced amateur event by as pretty an exhibition of pace following as could be desired, beating Rob Backrath by considerably over a lap. Backrath led for nearly a mile, when McNeil gave Gunn the word to open up, taking the lead on the 15th lap and gaining a full lap in the next 10 circuits of the saucer. Backrath had some difficulty in following his pace, but McNeil seemed glued to the rear wheel of Gunn's motor. McNeil started also in the two miles amateur handicap but was fouled at the 20 yards mark and dropped out.

Furman made the excellent time of 26 seconds in the quarter mile record trial, flying start. Jones won the two miles amateur lap handicap. The summaries:

One half mile open, professional—First heat won by Agraz; second, Deur; third, Nelson. Time, 1:08⅗. Second heat won by Furman; second, Oudkirk; third, Gunn. Time, 1:06⅗. Final heat won by Agraz; Deur and Furman tied for second place. Time, 1:02⅗.

Two miles lap handicap, amateur—Won by Jones (120); second, H. Graham (110); third, W. J. Long (150). Time, 4:37.

Five miles motor paced race, amateur—Won by Joseph McNeil; second Rob Backrath. Time, 9:10.

One mile handicap, professional—Won by Agraz (40); second, Gunn (100); third, Oudkirk (110); fourth, Furman (scratch). Time, 2:04¾.

One quarter mile record trial, flying start—Won by Furman, time, 0:26; second, Agraz, time, 0:27⅗; third, Deur, time, 0:28⅗.

LOS ANGELES SHOWS HOSPITALITY

Warm Reception Accorded to Former President of F. A. M.—Housewarming at Club House a Brilliant Fete.

Los Angeles, Cal., July 29.—R. G. Betts, who, until three weeks ago, was the only president the Federation of American Motorcyclists had ever had, fell into the hands of the Los Angeles Motorcycle Club last evening and is likely to remember it.

When the club learned that Betts was coming this way, the members determined to do him honor and cause him to retain pleasant memories of his visit. Previous thereto, they had come into possession of a new club house and the reception tendered the founder of the F. A. M. served also in the nature of a housewarming. The club's new quarters, which are located at 2005 San Pedro street, readily adapt themselves to functions of the sort. The spacious three-story house occupies the center of an immense lawn, set with flowers and huge palms and magnolias, and other trees , and the lawn furnished the setting for last evening's festivities. A number of the members and their wives and sisters and women friends—who play a large and helpful part of the club's affairs—had labored to good purpose in transforming the grounds into a fairyland of electric bulbs and Japan- were arranged in the form of a triangle, and heaped with flowers and good things.

There was no gainsaying the interest in the occasion. Fully 150 members and ladies were present.

Previous to seating themselves at the tables, they had listened to an entertaining program of song and music and recitation, rendered from the porch, to which the piano had been moved in keeping with the al fresco nature of the reception. During the feasting an orchestra made sweet music.

Mr. and Mrs. Betts occupied the seats of honor at the guests' table, which, so to speak, formed the apex of the triangle. At their right were seated R. K. Holmes, vice-president for the F. A. M. Pacific District, and at their left E. C. Kehl, president of the Los Angeles club, and his niece. Mr. Kehl acted as master of ceremonies up to the point of declaring that the occasion would constitute a special meeting for a few minutes only. He then introduced Mr. Holmes, who in turn welcomed the visitor from the East. Mr. Holmes said the club felt rather proud of its new home—and rightly, for it is safe to say no other motorcycle club in existence occupies anything that is comparable with it—and had intended "warming" it, but had delayed doing so in order that the man who had served the F. A. M. for five years might be at the same time made feel the warmth of a California welcome and the housewarming thus be made memorable. Mr. Holmes added that the Pacific coast had felt the good effects of F. A. M. government, and viewed it as a brotherhood. He concluded by proposing Mr. Betts for honorary membership in the club, which motion was quickly seconded, and when put by President Kehl was carried by a rousing chorus of "ayes."

Mr. Betts expressed this thanks and his pleasure for the honor done him, though he pleaded that being now an ex-president, he scarcely was as interesting as he might have been. He said that the fact that the motorcyclists of California, like those of New York, are not required to pay a fee for the right to use the public roads, nor to display labels, was evidence of the far reaching benefits of F. A. M. endeavor, while the club's cordial welcome to him, a stranger within its gates, was proof that the organization constituted a bond of fraternalism that reached from sea to sea.

Miss Lightcap, bearing a bunch of roses almost as large as herself, then took Mrs. Betts by surprise by presenting the latter lady with the flowers, accompanying the gift with a few graceful words. A few moments later Mr. Betts also received a surprise and further evidence of the cordiality of Los Angeles's welcome, when Mr. Shafer, one of the hardest workers of the club, and one with a gift of speech, arose and in the name of the club, presented the guest of the evening with one of the club's gold membership pins.

MAKING A CLUB RUN INTERESTING

How the Providence Motorcyclists Improved a Day's Outing—Outdoor Games and Vaudeville.

An excellent plan for inducing motorcyclists to participate in club runs recently was tried by the Providence Motorcycle Club, of Rhode Island, with entire success. The innovation, for such it was, took the form of having outdoor games as a feature of the day's outing, and as a side issue an impromptu vaudeville entertainment was furnished by amateur talent.

The festivities of the day actually began when the club started in the morning on their machines for Lake Pearl, about 50 miles from the home city. Lake Pearl was selected as the scene of activities not alone because of the excellent roads between it and Providence, but also because the place is provided with a ten lap cinder path. This track was an important accessory to the day's program.



PROVIDENCE MOTORCYCLE CLUB LINED UP FOR RUN TO PEARL LAKE

The program was opened with a "slow" race; distance, two laps; conditions were that motors must be kept running and no pedaling to be indulged in. Owing to the large number of entries it was necessary to run eight heats. E. F. Steers won this event in 6 minutes and 30 seconds, which is somewhat slow for one-fifth of a mile, as it is at the rate of less that two miles per hour. F. Labonte was second in 2 minutes and 25 seconds, while third place went to Charles H. Western, who took only 10 seconds less than Labonte. E. L. Buffington, vice-president of the Eastern District of the Federation of American Motorcyclists was among those who "also ran."

Another "slow race" at one-half the distance of the first one was won by Buffington in 4 minutes and 15 seconds; second, Fred Ennis, in 3:18; third, J. B. McLaughlin, time, 2:57.

After the races dinner was served in the dining hall, which was followed by lighter amusements until 7 o'clock, when the party returned to Providence.

GILES LOWERS ANOTHER RECORD

Big Slice Cut from Long Standing Figures for Three Miles—Two Meets Marked by Exciting Contests.

Salt Lake City, Aug. 4.—The circus came to town to-day. Anticipating a grand pilgrimage of the fans to see the wonders of the show and listen to the blandishments of the barkers, the management of the Salt Palace decided to switch the regular Tuesday meet over to Monday. Despite this precaution, however, the expected attendance failed to appear and the crowd was slim, though by no means so much so as had been expected. The program proved to be as lucky as any drawn this year, one world's record being wiped out, and another placed in danger.

Parley Giles, riding unpaced, added another laurel to his sheaf by breaking both professional and amateur records for the three miles distance, setting up the new mark of 6:25⅗. The old professional record was 6:32⅕, and was made by Fred J. Titus, the "Old Warhorse," at the Woodside Park track in Philadelphia, on July 2, 1898, of ten years and one month ago. The amateur record of 6:39⅘, was held by F. S. Dusenberg, of Ottumwa, Ia. Giles now holds three world's unpaced records, namely those for one, two and three miles, respectively, and has announced his intention of going out for the four and five miles marks.

A. Crebs, in the half-mile open amateur came within one-fifth of a second of the world's record, making the distance in 0:57⅖. Meyers allowed him a narrow margin for the finish, losing by only a foot or so at the tape, while H. E. McCormack came in for third place.

In the mile handicap professional, the scratch men failed to make much of a showing. McFarland, after riding around nearly all the bunch, had to content himself with fourth place after one of the stiffest races he ever put up. George Walker of Australia, starting from the 105-yard mark, won the race, with Mitten half a wheel behind, and Hollister coming in for third place close ahead of McFarland. Samuelson was pulled up to the limit men by Downing and McFarland, but had to give up and drop back owing to the hot pace. The time was 1:51.

McFarland won easily in the two miles lap professional scratch race, Downing, Palmer and Hollister, following him in this order. During the last mile the pace was so swift that it looked as though another world's record would have to go. Hollister started something in the way of a sprint three laps from the finish, but was a little slow in getting under way and failed of his purpose. McFarland's long sprint was gradually lengthened, and the others were glad enough to follow his lead. During the third lap of the race, Wilcox took a tumble, owing to a burst tire, and rolled clear of the track just in season to save about half the bunch from going along with him.

A little rough riding in the two miles amateur handicap caused the crowd on the back stretch to voice a howling protest. On the next to the last lap, McCormack worked in between Brodbeck and Giles and when just on the point of falling, rested his hand on the shoulder of the latter. It was then that the crowd let it be known that they had seen the action. McCormack however, protested that he had been forced to it to save himself from a bad fall in which the whole field would have been mixed up, and the incident was allowed to pass. Hollister and Brodbeck came in for second and third places. McCormack's time was 4:04⅗.

Whittler narrowly averted a fall in the five miles motor match race with Samuelson, when something went wrong with his machine. His motor stopped when he was traveling at the rate of 1:15 to the mile, and after continuing for half a lap, he was thrown, but was not injured. Samuelson continuing, finished in 5:55. The summaries:

Three miles, unpaced, amateur—Won by P. Giles. Time, 6:25⅗ (world's record).

One-half mile open, amateur—Won by A. Crebs; second, Meyers; third, H. E. McCormack. Time, 0:57⅖.

One mile handicap, professional—Won by George Walker (105); second, W. L. Mitten; third, F. A. McFarland. Time, 1:51.

Two miles lap, professional—Won by H. E. McCormack; second, C. L. Hollister; third, Brodbeck. Time, 4:04⅗.

Five miles motor match, professional—Won by W. E. Samuelson; second, Whittier. Time, 5:55.

Salt Lake City, Aug. 1.—But for the long waits between the events, which delayed the conclusion of the races until nearly 11 o'clock, last night's meet at the Salt Palace would have been above criticism. The card was good; the attendance all that could be desired. The feature of the evening was the match race "French style," between Crebs and Lawrence. Crebs won the first heat at the half-mile distance easily enough, but was turned down hard in the second, which was for three-quarters of a mile, Lawrence displaying better headwork, and putting up a splendid finish. In the final and mile heat, Lawrence showed even better tactics than before, finishing in 3:47⅘.

In the Lemp handicap, which demanded four to qualify from each of the two preliminaries and five in the faster, the real action came in the final, when the riders all bunched on the first lap. The five money winners, McFarland, Samuelson, West, Palmer and De Mara, crossed the line in company formation, or nearly so, McFarland's sprint coming just in season to give him the lead over Samuelson. The time was 2:04⅘.

In the ten miles motor paced professional Wilcox and Jenkins were given handicaps of three and two laps, respectively, while Samuelson was started from scratch. Jenkins dropped out in the third mile, but Wilcox kept his lead. Samuelson set out to ride his head off—and succeeded. Wilcox lost his pace two laps from home but was so far in the lead that he could not lose, and finished a pretty ride in 14:30⅘.

Wright won the Australian pursuit race from scratch, with Giles second and Meyers third, with handicaps of 110 and 137½ yards, respectively. In order to do so, he was forced to ride four miles 5 laps and 17⅘ yards. The summaries:

Australian pursuit, amateur, half mile heats to qualify—First heat won by P. Wright; second, R. Diefenbach; third, E. J. Hollister; fourth, J. Givlin. Time, 1:01⅗. Second heat won by P. Giles; second, Meyers; third, L. Thomas; fourth Frank De Frank. Time, 1:01⅕. Final heat won by P. Wright (scratch); second, P. Giles (110); third Meyers (137¾); fourth, R. Diefenbach (27¾). Distance, 4 miles 5 laps 85 yards. Time, 10:17⅘.

Match race, between Crebs and Lawrence, best two out of three heats, half mile, three-quarters mile and mile distances—First heat won by Crebs. Time, 1:32⅖. Second heat won by Lawrence. Time, 1:56⅕. Final heat and match won by Lawrence. Time, 3:47⅘.

One mile, Lemp handicap, professional—First heat won by W. De Mara (30); second, W. L. Mitten (40); third, W. Palmer (50); fourth, McFarland. Time, 2:04⅗. Second heat won by W. E. Samuelson (scratch); second, H. K. Downing (20); third, C. L. Hollister (30); fourth, Walker (60); fifth, F. G. West (40). Time, 2.03⅘. Final heat won by McFarland; second, Samuelson; third, West; fourth, Palmer; fifth, De Mara. Time, 2:03⅘.

Ten miles handicap paced, professional—Won by H. Wilcox (3 laps); second, W. E. Samuelson (scratch); third, Bill Jenkins (2 laps). Time, 14:30⅘.

Motorcycle Races at Brighton Beach.

With a program consisting of four events the New York Motorcycle Club will promote a race meet today (Saturday) at the Brighton Beach track, Brooklyn, N. Y., as an additional attraction to the aeroplane flights of Henri Farman. The races will consist of a 25 mile handicap, a 10 mile handicap, five mile open and one mile time trial, the latter to be an attempt to lower the track record for the distance, which was made by Walter Christie in an automobile. Contestants will not be required to pay an entrance fee and the two handicap events have been scheduled for the purpose of encouraging the club members, so that, as the notice sent out by Secretary Ovington reads, "whether you have a 1¾ motor or a powerful high geared twin you have the same chance."

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

CREBS BREAKS AN OLD RECORD

New Figures for Quarter Mile Unpaced—Clarke Annexes Two Prizes—Giles Shares Honors at Saltair.

Salt Lake City, Aug. 2.—Albert Crebs, who is one of the speediest amateur riders in the country, is more than fulfilling the expectations of Walter A. Bardgett whose protege he was when the Buffalonion was riding here. He has placed himself among the record slashers by breaking the world's quarter-mile unpaced record of 25 seconds. The feat was performed on the Saltair track to-night, Crebs lapping one-fifth of a second from the figures which have stood since Calvin Snow made the record at Providence, R. I., in 1896, and which have been tied only once, N. C. Hopper turning the trick in 1902 on the Salt Palace track. Crebs finished strong at top speed.

A. J. Clarke won the professional races. In the mile open Henri Mayer dropped out with a punctured tire, leaving McFarland, Downing and Wilcox to give the Australian champion a merry chase in the last two laps, but he won in 2:01⅗.

Mayer was again unlucky in the three miles handicap, McFarland and Downing sharing with him in the misfortune of tires blowing out early in the race. This left an easy field for Clarke who got away from Hollister by 30 yards, Mitten, Walker and Achorn following next in order as named. Clarke's time, 5:55⅘, was the fastest this season for the distance.

A hard fought finish marked the two miles amateur race, Parley Giles winning from McCormack, Lawrence and Halstead, who were close together in that order. The mile handicap, amateur, was won by Meyers from the 50 yards mark, in the fast time of 1:57⅖. The summaries:

Quarter mile record—Won by A. Crebs. Time, 24⅘ seconds. Former record, 25 seconds, held by Calvin Snow and N. C. Hopper.

One mile open, professional—First heat won by Downing; second, Wilcox; third, Walker; fourth, Palmer. Time, 2:04⅖. Second heat—Won by Schnell; second, McFarland; third, Clark; fourth, Morgan. Time, 2:01⅗. Final heat—Won by Clark; second, McFarland; third, Downing; fourth, Wilcox. Time, 1:57⅖.

Two mile lap, amateur—Won by Giles; second, McCormack; third, Lawrence; fourth, Halstead. Time, 4:03.

Three miles lap, professional—Won by Clark; second, Hollister; third, Mitten; fourth, Walker; fifth, Achorn. Time, 5:57⅘.

Salt Lake City, July 27.—Plenty of interest was furnished by last night's events, at the Saltair Coliseum, notably in the case of the three miles lap professional, when A. J. "Rocket" Clarke won the race from Floyd A. McFarland by less than a foot at the tape, after riding neck and neck during the whole of the last two laps. Clarke's time was 5:52⅕ for the distance. Palmer, Walker, DeMara and Wilcox crossed the tape in a close finish, the first two leading in the order named.

An accident was barely averted in the two miles tandem when, with three laps to go, Wilcox ducked his head and deliberately charged into the rear wheel of the winning machine. Wilcox and his riding mate Hollister shot up the bank and narrowly missed a spill, but recovered and settled down to overtake the leaders. They were unable to do so, however, the Mayer-Downing machine crossing the line in 3:59⅗.

The two miles amateur handicap race turned out to be a splendid performance for the limit men. C. V. Herman, winning his first race, beat Meyers and Giles in perplexing finish laid no small task upon the judges. In fact, it was even claimed that Meyers, who was given third, had been lapped. The race was hard fought from the very start, and none of the back markers succeeded in getting a look in at the end of the event. Time, 3:57.

A. Crebs, who is developing a talent for the shorter distances, won the half-mile open amateur event. Hume and Hollister were within easy reach at the finish—the latter falling as usual, after crossing the tape. The time was 1:00⅖.

The summaries:

One-half mile open, amateur—First heat won by P. Giles; second, J. B. Hume. Time, 1:00. Second heat won by A. Broadbeck; second, E. J. Hollister. Time, 1:00⅕. Third heat won by A. Crebs; second, A. Lingren. Time, 1:06. Final heat won by A. Crebs; second, J. B. Hume; third, E. J. Hollister. Time, 1:00⅖.

Two miles tandem match, professional—Won by Mayer-Downing; second, Hollister-Wilcox. Time, 3:59⅗.

Two miles handicap, amateur—Won by C. V. Herman (135); second, A. Lingren (145); third, Meyers (35); fourth, J. Givlin (70). Time, 3:57.

Three miles lap, professional—Won by A. J. Clarke; second, F. A. McFarland; third, W. Palmer. Time, 5:52⅕. Laps, McFarland, 4; Schnell, 3; Hollister, 9; Senhouse, 5; Achorn, 3.

Revival of an Exploded Theory.

Once again has been found a man, and he's a county official too, who says a motor bicycle is a motor vehicle coming within the provisions of the motor vehicle law. This latest discoverer of an exploded theory is Assistant Prosecutor P. Grose, of Detroit, Mich. A policeman asked P. Grose the old, old question a few days ago and the prosecutor, after finding that the dictionary described a motor vehicle as "any kind of a carriage used for transportation on land," handed down his sage opinion that this description applied to motor bicycles. Just when a motor bicycle became a carriage is a question not touched upon in the opinion of the learned counsel.

HOPPER'S ELOQUENT GRATITUDE

Disabled Rider Asknowledges Receipt of $1,200 Check, Result of Benefit Meet—Its Double Value Appreciated.

Just a round $1,200 was the sum represented by the check sent to Norman C. Hopper, the disabled bicycle rider by George L. Geiger, treasurer of the committee in charge of the successful benefit meet held at the Salt Palace, Salt Lake City. That Hopper has a multitude of friends was shown by the big attendance at the meet. That he appreciates them and is worthy of their friendship may be seen in the letter of acknowledgment in which his wife joined. They wrote:

"To the managers and attaches of tracks, riders, newspaper men and all the other organizations and big hearted individuals and to the general public: We wish to express our gratitude for the kindness shown us by countless friends, for they were so many they were countless. Words are weak, and what we would say defies words.

"What we say here is far from satisfactory to us. We wish we could meet every one of the hundreds who made the meet such a great success and shake him or her by the hand. The money tendered us is substantial proof of the big heartedness of our friends, but on the whole there is something better and greater—it was the goodness shown by everyone, for it seems everyone must have had a hand—we are grateful, deeply grateful, so grateful we are simply unable to say how greatly we appreciate the thousand and one kindnesses shown us. (Signed)

"MRS. NORMAN HOPPER,
"NORMAN C. HOPPER."

Moran to Ride at Salt Lake.

James F. Moran will go to Salt Lake City after the present series for the motor-paced championship ends at the Newark Velodrome. Moran received a telegram on Monday from Manager Heagren of the Salt Palace track asking him to name a price to ride some special motor-paced races there. Walter A. Bardgett, with some others of the riders at Vailsburg, received a similar invitation, but had to decline, at least for the present, on account of existing contracts.

Mail Carrier Praises the Motorcycle.

Rural Carrier Hadley, who has one of the mail delivery routes running out of Iowa Falls, Iowa, has substituted a motorcycle for the horse which had been serving him, and after a brief experience expresses great satisfaction over the results. His route is 25 miles long and includes 75 stops. He claims that he can cover the route in two hours and might clip half an hour even from that time. With a horse his journey consumed from six to eight hours.

REAL RACING AT SAN BERNARDINO

Many Close Finishes at Two Days' Motorcycle Meet—Wilson and Blaylock Win the Championship Events.

Under a blistering sun which local papers described as "burning into the bleachers" the opening of the two days meet of the Motorcyclists of Southern California, in Association Park, San Bernardino, on the 25th ult., occurred under conditions which accounted for the small attendance at the races and the lack of enthusiasm shown. While no records were broken by the motorcyclists the races were full of interest and many of the events furnished close finishes. G. Blaylock failed in his attempt to lower the world's record for five miles, but he covered himself with glory by winning the Australian pursuit race. In this event he rode nine miles in 10:04⅕.

The attendance on the second day, Sunday, 26th, was not much better than on Saturday, despite the fact that a long program had been arranged. Wilson and Blaylock won the championships, with Balke succeeding in adding to his laurels 3 firsts and 3 seconds. The 3 miles novelty "free-for-all event" like that of the preceding day, furnished much occasion for merriment, and five unfortunates succumbed under the pie eating and soda drinking requirements. The summaries:

First day—Five miles for singles.—Won by R. Seymour, Thor. Time, 6:29.

Three miles novelty—Won by S. Tucker, Indian. Time, 7:00.

Five miles for doubles—Won by Charles Balke, Thor. Time, 6:15.

Ten miles Australian pursuit—Won by Charles Balke, Thor. Time, 11:07⅗.

Nine miles Australian pursuit—Won by G. Blaylock, Thor. Time, 10:04⅕.

Five miles open for singles—Won by A. T. Wilson, Merkel. Time, 6:36⅕.

Five miles open for doubles—Won by G. Blaylock, Thor. Time, 6:05½.

Five miles against time—By G. Blaylock, Thor. Time, 5:14⅖.

Second day—Five miles for fully equipped stock machines, singles—Won by R. Seymour, Thor; second, Charles Balke, Thor; third, D. C. Milan, Wagner. Time, 6:37.

Three miles novelty, "free for all," single cylinder—Won by S. Tucker, Indian; second, H. H. Readman, Excelsior. Five contestants disqualified for failing to eat pie and drink soda water.

Five miles for fully equipped stock machines, doubles—Won by C. Balke, Thor; second, C. T. Hoag, Indian. Time, 5:56½.

Three miles "open" for 4 cylinder machines—Won by H. Boardman; second, H. Craybone. Time, 4:52⅖.

Ten mile Australian pursuit "free for all" for singles—Won by A. T. Wilson, Merkel; second, C. Balke, Thor; third, M. J. Graves, Indian. Time, 12:00⅖.

Ten mile Australian pursuit "free for all" for doubles—Won by Chas. Balke, Thor; second, M. J. Graves, Indian. Distance, 8 miles. Time, 10:25.

Five miles for championship of Southern California, singles—Won by A. T. Wilson, Merkel; second, C. Balke, Thor. Time, 5:54⅘.

Five miles for championship of Southern California, doubles—Won by G. Blaylock, Thor. Time, 5:35⅖.

Ten miles relay, five machines, one from each club—Won by G. Blaylock, Thor. Time, 13:26⅖.

Contest with Speedometer-Odometer.

A mileage contest, open to motorcyclists who use the Jones speedometer-odometer,



will be inaugurated by the makers of that instrument on January 1, 1909. The entries to the contest are not limited as to number, locality, club affiliations or size and horsepower of machine. Any one can enter simply by signifying his intention to abide by the conditions.

Each entrant will be furnished by the Jones Speedometer Co. with a small leather-bound diary in which he is to record each day's run as registered in miles by the Jones speedometer-odometer for motorcycle use. In the back of the diary will be an affidavit in which the total mileage for the year is to be sworn to before a notary. The rider who has the greatest mileage to his credit on December 31, 1909, will be declared the winner and will become the recipient of the silver loving cup, shown in the accompanying illustration.

Britons Win World's Championships.

Two world's amateur bicycle championships were decided at the meet held at Leipzig, Germany, on July 26, and the laurels in both cases go to England. Johnson was victor in the contest at 1 kilometer, winning the final in 2 minutes 12 seconds. Meredith won the final in the event at 100 kilometers, his time being 1 hour 28 minutes 34 seconds. He was the winner last year and also held the title in 1904 and 1905.

NEW MANAGER FOR SALT PALACE

Iver Redman Steps Down and Out—Harry Heagren, the Former Manager, Returns to the Position.

There has been a change of management at the Salt Palace in Salt Lake City. Before the conclusion of the last race on Friday night, July 31, it was announced that Iver Redman had resigned as manager. Harry W. Heagren entered upon duty as his successor the next morning.

The change has been a known possibility for some time past. There has been dissatisfaction and the nature of it can be inferred from what Redman said when asked why he resigned. His reply was:

"There are too many knockers down here who are after my scalp, but I do not mind that so much as I do the fact that Representative Gardner has not treated me right. My contracts with riders have not been upheld and in other ways I have met opposition. I tried to promote the sport upon a good, clean basis and was pleased to see one of the largest crowds present at the last meet that I will ever give. Excuse me from the bicycle game."

Heagren is not new to the management of the Salt Palace saucer. He handled it successfully in 1904 and 1905. He built the Ogden track and has managed that since 1906. Racing at that track has been discontinued.

Gordon First in C. R. C. A. Road Race.

D. Gordon, riding with a handicap of 8 minutes, won the 20 miles handicap road race promoted by the Long Island Division, Century Road Club Association, on Sunday last, 26th ult. T. Kennedy and Peter Wallenschlager, from the same mark were, respectively, second and third.

The finish between these three men was particularly close, only a narrow margin separating each. J. M. Eifler won the time prize, covering the distance in 53 minutes 20 seconds. The first 15 finishers were:

		Hdcp.	Time.
1	D. Gordon	8:00	59:00
2	T. Kennedy	8:00	59:00⅖
3	P. Wollenschlager	8:00	59:00⅘
4	J. Orlando	5:00	57:40
5	J. Schuster	4:00	56:41⅕
6	Geo. Glunz	5:00	57:41⅗
7	Nic Kind	6:00	58:41⅗
8	L. Surman	3:00	55:41⅘
9	E. Hipwell	7:00	59:42
10	J. Esposito	4:00	56:42⅗
11	Ch. Pfister	5:00	57:43
12	Thos. Murphy	3:00	55:52
13	Ch. Martin	4:00	57:00
14	W. Fuchs	7:00	60:10
15	P. J. Baum	3:00	56:10⅕

Oakland Motorcyclists Get Together.

The Oakland (Cal.) Motorcycle Club has been formed in that city with the following temporary officers: President, George Faulkner; secretary, A. K. Fitzimmons; treasurer, George R. Ainsworth.



NEW DEPARTURE COASTER BRAKES

FOR BICYCLES and MOTORCYCLES

Are Strong, Practical

AND

Absolutely Reliable

T. K. Hastings' perfect score in the great British Reliability run from Land's End to John O'Groat's was made on an Indian motorcycle equipped with the New Departure Coaster Brake.

The New Departure Manufacturing Co.

KING STREET, BRISTOL, CONN.

Will

SEAMLESS STEEL TUBING

that requires no reinforcements interest you?

If so,

ACCLES AND POLLOCK

BUTT END TUBES

must claim your attention.

ACCLES & POLLOCK, Oldbury, Birmingham, England

MILITARY VALUE OF MOTORCYCLES

Army Officer Gives the Bicycling World His Views—What Was Shown by Tests at Pine Camp.

"Motorcycles are an important adjunct to a military body." This statement, coming from the United States army officer under whose observation and direction the use of motorcycles in the recent military manoeuvers in Pine Camp occurred, is fraught with suggestive meaning. The officer who, because of army regulations, would not consent to the publication of his name, when interviewed by a representative of the Bicycling World, on the general subject of motorcycles for army purposes, discussed the subject freely and gave a synopsis of the report, which he will render to his commanding officer of his observations.

"As you know," he said, "the area covered at Pine Camp by the troops was very large. Anticipating the manoeuvers I wrote to several motorcycle manufacturers stating the conditions which would be found and suggesting some experimental work with motor bicycles. Nearly all of those to whom my letter was sent responded that they would send machines for the use of the service, but when the time for performance arrived only two makers had responded, each by sending two motor bicycles.

"Before commenting on what the machines accomplished, it may be well to explain that the roads in and about the camp were about as bad as could possibly be encountered. The roads were sand—loose, shifting, deep sand—with holes in unsuspected places and ofttimes round stones hidden by only a surface covering of the same material. Obviously while such roads proved a severe handicap to the machines they served well the purpose of subjecting both the man and his mount to as strenuous a test as would be encountered anywhere. That the power driven bicycles gave excellent service in such places speaks volumes for the thoroughness of their construction, and this fact especially is true when one considers the further handicap that the operators of the machines were enlisted men who had little or no knowledge of the mechanical principles of either the bicycle or the gas engine. It is true that the manufacturers of the machines sent factory representatives to make necessary repairs, but often serious delays occurred because of some simple disarrangement which an experienced rider would have remedied without losing much time.

"Now, as to the work which the motorcycles were called upon to do: I used them almost entirely for orderly duty. Messages were sent from place to place, dispatches and orders were carried, and they were available for the transportation of small packages, mail matter and kindred things.

"Our main difficulty—and it was one which presented serious obstacles—came from tire trouble. Punctures frequently occurred and were a source of delay. I assume that pneumatic tires are essential to the operation of a power driven bicycle, not alone because of the comfort of the rider, but for the additional purpose of saving the machinery from the jar and its consequent vibration, which would result if solid tires were employed. But something or some method will have to be devised to remove, anyway to a large degree, the probability of the delays from this cause. Under present conditions, I would not think of sending by motorcycle an important dispatch, one which should be delivered at the earliest possible moment, unless I sent a duplicate of it by an orderly on horseback, the obvious reason for the second messenger being in my fear that tire trouble would so delay the motorcyclist, that the horseman, though slower, could arrive at the destination more quickly. But, aside from the tires, motorcycles are an important adjunct to a military body."

"Do you think," questioned the interviewer, "that the use of a motorcycle corps would add to the efficiency of an army."

"Absolutely, no," responded the officer without the least hesitation; and, continuing, "That theory, which I have often heard exploited, and as often have read in various publications, is nonsense. To begin with, motorcycles in an army would constitute impedimenta, and impedimenta is the one thing which armies avoid. You might say that the use would justify the trouble of transporting them on train, boat or in some other way, but history would not bear out the contention, for the fact would remain that in the past the heavy laden moving body—whether it was an individual or an army corps, suffered defeat at the hands of those who were free in their movements and quickly could move about without the hindrance of baggage, stores, and equipment. Armored knights were defeated by naked Arabs. The Romans, with their heavy shields, their plumes and baggage succumbed to enemies who, as the slang has it, 'traveled light.' This same doctrine, this question of impedimenta, exists to-day and will always exist and it precludes the establishment and use of a motorcycle corps with its necessary equipment of a multitude of spare parts, and the machinery necessary to make repairs.

"Unquestionably, when an army is established at some point and headquarters are set up, motor bicycles will be of immense use and the service which they can render will justify the transportation of say four or five for headquarters use, but as for a corps composed of them, decidedly no!

"I think that there is present need for these machines at some of the army posts. Take Fort Riley in Kansas, for instance. Mounted orderlies are going out from there continually, and for their use, the motorcycle would have advantages over the horse. Other military reservations have the same conditions which pertain at Riley. I shall dwell on these matters in my report, with only the object in view of bringing to the attention of the War Department the possible advantages to be obtained by the employment of the power bicycles."

"You spoke of the Pine Camp experiments as having been undertaken with the handicap of the machines being operated by inexperienced men," said the interviewer. "Would it not be possible to arrange to try the same experiment with riders on the machines who were sent from the factory, so that your observations could be made when the motor bicycles were being ridden by experts? You then could determine the efficiency of the machines under normal conditions, the conditions which would exist if the motorcycle became an accepted method of transportation in the army."

"That would be very satisfactory, but at Pine Camp such an arrangement was not possible, as it was imperative that the duties of the camp actually should be done by men of the army. All the work was important and I would have sent an enlisted man on foot with a rush message rather than a civilian on a speedy motorcycle. No; at Pine Camp such a condition was impossible."

"What would be the specifications of an ideal motorcycle for army use?"

"First, strength; then large fuel capacity. It should have no bright or nickel parts; the nearer mud color, the better. Speed is not essential; 20 miles an hour would be plenty. If spring frames could be devised so that a 'near solid' tire could be used, it would be a decided advantage; a non-puncturable tire would be better still. Such a machine would be extremely useful for military purposes, and," said the officer, in conclusion, "despite the fact that a motorcycle built according to these specifications would be ideal for our purposes, it would not tempt the army authorities to seriously consider the formation of a motorcycle corps. I am enthusiastically in favor of the machines for orderly duty but my enthusiasm does not prevent me from seeing the limitations of their services."

Health Inspector to Get a Motorcycle.

Health Inspector Dunn, of Orange, N. J., has been looking with longing eyes on the motorcycle as an aid to the performance of his duties. The matter of equipping him with one has been under consideration for some time by the board of health which finally has decided to purchase a machine. As Orange is located in a region of hills the machine selected will be one equal to negotiating heavy grades.

Bicycle Club for Fat Women.

Lansing (Mich.) fat women have organized a bicycle club, with a view to reducing their individual weights. More than twenty hopeful riders have enrolled. It is possible that they have a slim chance. A vote on club colors resulted in a tie over baby blue and black and blue.

DOUGLAS RESIGNS CHAIRMANSHIP

Popular F. A. M. Official Seeks Rest After Three Years' Service—Morton New Head of Competition Committee.

Roland Douglas, who for three years has been chairman of the competition committee of the Federation of American Motorcyclists, has resigned that office. R. S. Morton, chairman of the entertainment committee of the F. A. M. 1908 Meet Club, has been appointed to succeed him.

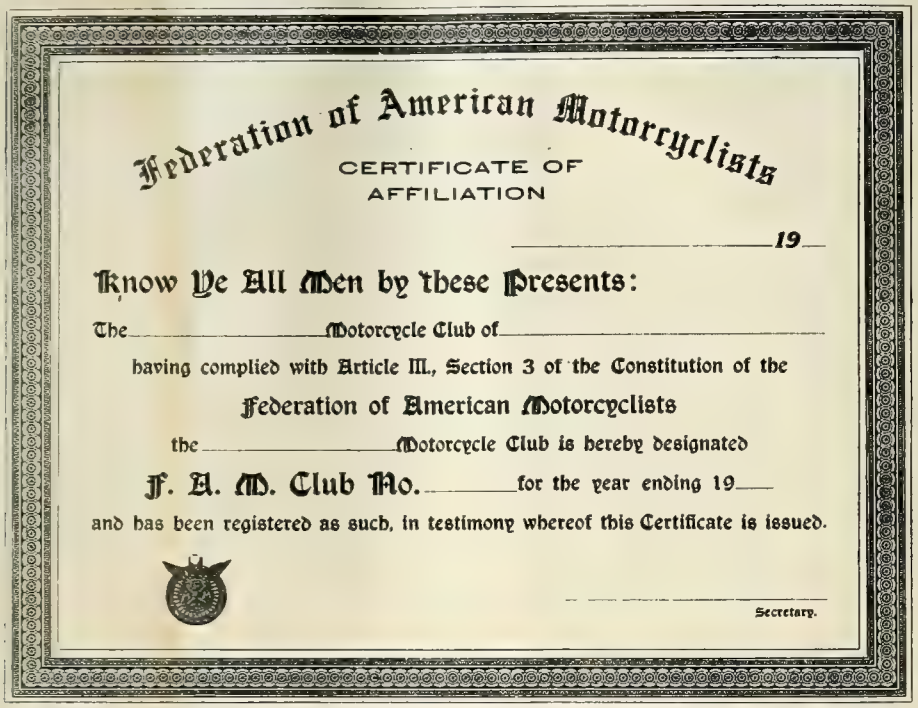
Douglas' resignation was tendered to President Ovington last week but action on it was deferred until it was found that the decision to resign could not be altered. President Ovington tried to prevail on Douglas to reconsider the determination but was unsuccessful in the attempt, as Douglas felt that after three years of hard work for the Federation he was entitled to a rest. He made it clear that his resignation came solely because of his desire to have some time to himself and he assured the newly elected executive of the F. A. M. that anything which he could do in the capacity of a member of the organization to promote its interests would be done. President Ovington expressed regret and appointed R. S. Morton to the position.

Certificate for Affiliated Club.

Secretary Wehman, of the Federation of American Motorcyclists, has evolved a certificate of affiliation to be furnished to motorcycle clubs which ally themselves with the national organization. At the last meeting of the Federation, provision was made in the revised constitution whereby "any regularly organized motorcycle club having an active membership of not less than fifteen persons may become known as an affiliated club of the F. A. M. by enrolling and keeping enrolled in the national organization at least seventy-five per cent. of its membership." It was further provided that a certified copy of such affiliated club's membership roll to be forwarded, after its annual meeting each year, to the National Secretary of the F. A. M. in order that such affiliation may be maintained.

"In consideration thereof the F. A. M. initiation fee for each individual member of such club shall be waived, provided that such individual applications for membership shall be certified by the secretary of the club of which the applicant is a member."

As shown in the accompanying illustration, the certificate, which is printed in purple with an ornamental border of gold,



Federation of American Motorcyclists

CERTIFICATE OF AFFILIATION

_____ 19__

Know Ye All Men by these Presents:

The _____ Motorcycle Club of _____

having complied with Article III., Section 3 of the Constitution of the

Federation of American Motorcyclists

the _____ Motorcycle Club is hereby designated

F. A. M. Club No. _____ for the year ending 19____

and has been registered as such, in testimony whereof this Certificate is issued.

_____ Secretary.

proclaims that the club to which it is issued has complied with the requirements of the constitution quoted above, and has become an affiliated club. The certificate bears the insignia of the F. A. M. and the signature of the National Secretary of the organization. It is printed on heavy paper 11x14¾ inches, is issued without cost to the club and should form a welcome ornament to the club quarters.

Bicycle Thief Goes to State Prison.

Jersey justice is proverbial for swiftness and severity and one of the latest victims is a bicycle thief. If the dose administered to Clarence Sewell, a colored man 27 years old, is a sample of what that class of crooks may expect in the mosquito State, they will be apt to let bicycles severely alone when plying their nefarious occupation. Sewell annexed William Whittle's bicycle at Asbury Park and when arraigned before Judge Foster at Freehold, he pleaded guilty. He was sentenced on the 6th inst. to serve a term of 18 months in the State prison.

CLASS PRIZES FOR ROAD RACES

Handicap Men to Receive Separate Awards in Big Australian Contest—More Than 300 Entries Probable.

While track racing just now is at a low ebb in Australia the interest in road racing is so well maintained that not less than 300 entries are expected or the Warrnambool to Melbourne competition. This is the longest road race held in Australia, the distance between the two cities being about 150 miles. The number of entries last year, upwards of 300, made it a record event in that respect, and it is confidently expected that the number this year will be exceeded when the lists on September 24th are completed. While there is a goodly array of valuable prizes offered through the liberality of the cycle trade of Victoria, the honor of winning the race is itself considered by many of the contestants a sufficient reward for the effort.

An especial point of interest in the race this year, and one which is well calculated to inspire spirit into the contest is the system under which the fastest riders in each class of contestants will receive a prize. In addition to the eight place prizes there are five others to be awarded, respectively, as follows: One, in addition to the blue ribbon and badge for the road championship of Australia, to be awarded for the fastest time outright; one in each class for the fastest men riding with handicaps of over 10 minutes, 20 minutes and 35 minutes; and one for the fastest country rider residing outside a radius of 20 miles from Melbourne and receiving over 20 minutes handicap.

Program for C. R. C. A. Veteran Run.

Sunday, September 13, has been set as the date of the Century Road Club Association's veterans' century run from Bedford Rest to Sayville, L. I., and return. Two divisions only will comprise the run, only one being for bicycles. The usual "fast bunch" will be eliminated, and in its place a motorcycle division will cover the course. The bicycle division, which will be in charge of the veteran pacemaker, D. M. Adee, will be given as slow and even a pace as possible, and will leave Bedford Rest at 7 a. m., and will reach Sayville at 12.20. The motorcycle division will start at 10 o'clock, arriving at Sayville at 1 o'clock. The two divisions will finish at 7 and 5 p. m., respectively. The "rain date" has been set for one week later.

Joe Nelson in Training Again.

Jie Nelson is getting ready to break into the paced game again, and is training on the roads every day, riding from 50 to 75 miles each trip. Nelson was always popular here, and his advent into the game would create fresh interest.

SCIENCE AND SYSTEM IN TRAINING

Practical Suggestions from a Veteran Athlete and Cyclist—Rules Based on His Long Experience.

Although weight is commonly accepted as a close indication of the condition of the human body, it is likely that comparatively few athletes regard it as of as great importance as does Montague A. Holbein, the long distance record rider and swimmer, whose exploits probably are better known in England than in this country. After over 30 years of active career he is still in prime condition—a fact which he attributes largely to his ability to gauge his powers of endurance and to his success in refraining from overdrawing his health account—to use his own simile. His methods, as described in Cycling, are noteworthy as well as interesting.

"It is of the utmost importance, if you are to get a correct indication through the scales when you have arrived at the top of your form, to always weigh precisely under the same conditions, as it must be quite obvious that, otherwise a false reading will be obtained," he says. "For instance, if a man is weighed before breakfast one day and after dinner the next, especially if the latter be a good square meal and a pint of liquid with it, he will probably be 2½ lb. to 3 lbs. heavier, which would be a false reading, from which he might draw a wrong conclusion as to his fitness.

"Personally, I have a small pair of Avery platform scales, such as one can see in any parcels receiving office, which weigh anything up to 2 cwt. These I keep at home and weigh in the morning in my pajamas, with a fasting stomach, as I step out of bed.

"In the early weeks of training, especially in the case of an athlete of the robust type, two or three times a week will suffice to indicate to him his progress towards condition; but when he is approaching his standard—and I have previously shown how each must find this out for himself—he must then weigh very carefully each morning, ease off his work and do just enough to keep him at his weight. In the case of spare men who are racing weekly, only light work one or two evenings a week will be necessary, as, when thoroughly wound up, one race per week is sufficient to keep him fit until the next.

"The scales are much more reliable (because they give a scientific basis) than one's feelings, as when a man is enthusiastic over his sport—and to be successful one must always be enthusiastic—his enthusiasm is apt to blind his judgment. For instance, suppose he is doing heavy work, such as walking thirty miles a day, in view of some long endurance competition, and on one or two mornings notices he is losing weight, to the extent of perhaps 3 lbs. below his standard. The scale says as plainly as possible 'ease up a bit'; so instead of walking his thirty miles a day he must rest a couple of days or so until the missing 3 lbs. are replaced. They cannot be spared, but without the scale to indicate that he was on the point of becoming stale, he would probably, although feeling jaded, go on with the heavy training and become thoroughly stale before he was aware of it. In athletics it is so easy to overdo it in a few days that it may well take weeks of careful nursing to replace what is lost.

"I have not yet exhausted the usefulness of the scale. On the contrary, I have left one of the most important and at the same time interesting results of close observation over a long series of years for the last. Not possessing speed enough to compete in even medium distance events, I have made long distance, or shall I say ultra-



long distance, work a special feature all my life. I have been through some score of 24 hours cycle races in my career, also three swims of 17, 18 and 22½ hours respectively, and my habitual close attention to the scales soon showed me that these long sustained efforts drew a big draft on one's reserves, for I found out that, no matter how much food is taken during the contest—and it is my axiom to 'stoke up' all the time—there is in my case an average loss of 10 pounds. As the food taken on the day is of a very light nature, mostly liquids, I probably replace, say 3 lbs. with the first square meal; this leaves a net loss of 7 lbs. of actual tissue used up in the effort. To weigh is now all-important, and I am always careful to rest until the beam of the scale shows me again the 7 lbs. of lost tissue (which takes me three weeks). It also has a subtler meaning, viz., that I have replaced the stock of reserve energy upon which I have had to call—my bank balance, as it were—and am ready to meet another draft.

"If this be disregarded, and too many long races entered upon without sufficient rest in between, not only staleness and medicore performances will result, but dire injury and disease are possible. This is because without sufficient rest in between such long races the system cannot clear itself of the burnt up tissues, and it is possible to get blood poisoning from the ashes of the tissues that have been used up and are still floating about. I heard a well known cycling doctor give it as his opinion that this was the cause of poor Arthur Linton's death. . . . .

"While the time requisite to get thoroughly 'fit' must necessarily differ with different individuals—according to their build, age, and mode of life—from, say six weeks to perhaps three months—I consider that eight weeks of steady work is none too long. In my opinion it is always advisable to allow a rather longer period than is considered absolutely necessary, in order to have a margin to provide against enforced rest through accident, strains, or any small ailments. I always devote three months to my training, during which time I pile up a big mileage, made by walking and cycling. This mileage has given me a staying power which can be drawn upon when required on the day of a severe effort. I might say that, if you have put up your work well regulated by the scales, increasing or easing off according to your standard, you have been doing your training on a scientific basis and will accomplish performances which, for you, are the highest possible—your limit.

"If you have not this balance of staying power at your bank of training it cannot be drawn upon, and you will find yourself bankrupt as far as that particular performance is concerned, no matter how plucky you may be. In other words, you have not done your work, and will be found wanting in staying power. Even should you, out of sheer will power, struggle through the performance, it would be a very mediocre one, and would have taken a very great deal out of you. A mistake a great many beginners make is that when out on training spins they let themselves go at their maximum pace every time, thus making a race of every practice spin. If this is done, instead of improving, they will soon get stale.

"To understand training properly, it must be remembered that it is a process of building up, not a process of continuous exhaustion. It is not desirable to call upon reserves every time, or staleness will result on the day of the race.

"I am a big believer in getting plenty of sleep—nature's own restorer, and whether or not there is any truth in the old saying that an hour before midnight is worth two after, I personally, like to be in bed by eleven o'clock when not training, and when doing heavy work I prefer half an hour earlier.

"To the average Englishman a cold bath in the morning is almost an institution; anyway, for three parts of the year. At the

same time there are some constitutions that are not at all suited by the cold tub, but everyone should at any rate have a good rub down with a rough towel, or, if a friend is available, a good hand rubbing, both on rising in the morning and on going to bed at night. This should never be omitted, as, besides removing any stiffness that may have accrued from the day's work, it stimulates the skin, giving it a healthy tone and enabling it to throw off certain waste products, the retention of which would leave our bodies very unhealthy, and might even jeopardise life.

"I consider the non-smoker has a great advantage at the commencement of training; at the same time I know many good athletes who are smokers. Nevertheless in order to obtain the best results it is a well known fact that smoking must be dropped during training.

"Like tobacco, the athlete is better without stimulants. There is no food value whatever in a stimulant; that is, it does not introduce any fresh force into the system; it only helps one to draw on his reserves.

"In a way this is living on your capital again. A stimulant, in otherwords, is a spur and a well trained athlete does not need a spur, except, perhaps, towards the end of a long race, when a stimulant might be useful. The best is that advocated by the late H. L. Cortis, viz., a new laid egg beaten up in a couple of teaspoonfuls of good old brandy and taken about 20 minutes from the end of the race. When we remember that the 'for all time' famous cyclist was a doctor as well as an athlete we may take his advice.

"To sum up. My advice to would-be athletes: Do not listen to faddists or extremists of any kind on questions of food, exercise or medical treatment if you wish to perform feats either of real endurance or of exceptional strain, and to continue your career as an athlete for any length of time. Use your common sense, carefully notice weight and appearance, and do more or less work according to what you discover by the help of the weighing machine. Find out by experience the diet most suited to your particular case. Take regular and graduated exercise. This will certainly enable you to become a consistent athlete, even it may not make you into a champion. Above everything, whether in training or out of it, use moderation in all things; then, as far as I can see, there is no reason why you should not remain an active athlete 20 or 30 years or even longer."

Hartford Plans a Climbfest.

Prospect avenue hill has been selected by the Hartford Motorcycle Club as the course for a hill climbing contest which the club has decided to hold on Saturday, 29th inst. Application will be made to the F. A. M. for a sanction and it is expected that there will be a large attendance. Members of the two clubs at Springfield, Mass., and of the club at New Haven, Conn., will be invited to enter the competition. The committee appointed to have charge of the arrangements consists of T. C. Foster, chairman, W. L. Hayes, J. J. O'Connor, L. S. Rockwell, G. A. Finch, George A. Snow and George W. Baker.

Walthour May Challenge Next Champion.

The series of motor-paced races at the Newark Velodrome to decide the 1908 championship have awakened considerable interest, not only among local fans, but among the riders. Robert Walthour, writing from Europe to a friend in Newark, says that he is anxious to meet the winner in a series of three races as soon as he returns in the fall. While Walthour is practically invincible on the small, indoor tracks, many are wondering what he will be able to do on the Velodrome saucer against National Champion Hugh MacLean.

Newn Hudson to Ride at Newark.

Newn Hudson, the former amateur champion of the Southern States, who hails from Atlanta, has arrived at the Newark track, and expects to give Hill, Stein, Mackay and the other simon pures a tussle for the honors. Three years ago Hudson was invincible among the amateurs. He is particularly anxious to ride Pete Drobeck a race behind the big motors, and the Velodrome management may accommodate him with a match later on.

New York, June 29-30

RELIABILITY—Earned the only Diamond Medal awarded in the F. A. M. Endurance.

New York, July 3

ECONOMY—Won the Silver Cup in the Official Tests at the F. A. M. Meet. (Just think of it! 50 miles on 1 quart and 1 ounce of gasoline).

Crown Point, Ind , July 18

SPEED—3½ H. P. single cylinder won the five-mile Western championship, defeating 4, 5, 7 H.P. double cylinder machines.

SPEED—Won the five-mile race in 30–50 class, defeating all standard makes.

The above are some of the most notable of recent Harley-Davidson victories.

The agency may be open in your locality—see about it to-day.

HARLEY-DAVIDSON MOTOR CO., MILWAUKEE WISCONSIN

POSITION OF THE SPARK PLUG

Its Effect Upon Resulting Power Output as Shown by Experiments—Variations Caused by Engine Speed.

One of the most enlightening chapters of experiment ever presented to the gas engine user resulted from the investigations of a year and a half ago from which W. Watson, the English scientist arrived at the, then, startling conclusion that the "fatness" of the ignition spark had absolutely no effect on the power output of the motor. Supplementing these investigations, a second article later appeared in which the influence of the character of the spark on the power developed was further treated. A third instalment has now appeared from the same source, in which the effect of the position of the spark plug upon the resulting power output is considered. The matter is of interest to users of the motor bicycle as well as to users of internal combustion engines in general.

In the former experiments a low compression engine was employed, and one which, furthermore, was not available for speeds over 900 revolutions per minute. In the engine upon which the latest trials were made, a compression pressure of 87 pounds was maintained, while the machine was capable of being run satisfactorily at speeds up to 1,600 revolutions per minute. In reference to the apparatus and method of test, Mr. Watson says:

"The engine used is a four-cylinder one, the bore being 85 mm. and the stroke 120 mm. The ignition is by means of either a high tension magneto (Lacoste 1906 type) or a single coil and high tension distributor. The indicator diagrams . . . . were all obtained, except when otherwise noted, from one cylinder (No. 2) by means of the optical indicator used in the previous series of experiments.

"The previous experiments having indicated that the position of the sparking plug had an important bearing on the power developed, two spark plugs were fitted, one over the inlet valve (the usual position) and the other over the exhaust valve, the valves in separate pockets on opposite sides of the combustion space. These spark plugs could be used in series, so that sparks occurred simultaneously in the two pockets or either could be used alone, the change being made by means of a switch." . . . .

In the first test under discussion, with the motor running at 640 revolutions per minute, it was observed that only slight differences in power were obtained. With the spark over the inlet valve the indicated horsepower per cylinder was 2.8, the corresponding value of the mean effective pressure being 83.9 pounds per square inch. With the spark over the exhaust valve the indicated horsepower was 3.0 and the mean effective pressure 90.0 pounds per square inch. Finally, with both sparks occurring simultaneously, the indicated horsepower was 2.9 and the mean effective pressure was 86.7 pounds per square inch.

When the speed of the engine is increased to 1,100 revolutions per minute a marked difference is obtained with the different sparks. In the first place, when the charge is fired at the two points the work obtained is very considerably greater than is the case when only one spark is used. Thus:

	I.H.P.	M.E.P. lbs. sq. in.
Spark over inlet valve.....	4.6	79.4
Spark over exhaust valve ..	4.6	79.1
Both sparks	5.2	90.5

Further, a curious difference in the conditions of the gases in the cylinder during the working stroke will be seen. Thus the expansion stroke shows that well marked pressure waves existed in the cylinder during nearly the whole of the stroke. In the case of the spark over the exhaust valve, these waves are even more well marked. When, however, the two sparks occur simultaneously, practically all signs of waves in the cylinder disappear. It would thus appear that when the combustion of the charge is started in one of the pockets only, waves are set up which pass backward and forward across the cylinder. When the charge is fired in both pockets, then the waves would appear to interfere with one another.

When the speed is further increased to 1,620 revolutions per minute, the differences are even more marked, as is shown in the following table:

	I.H.P.	M.E.P. lbs. sq. in.
Spark over inlet valve	6.5	76.3
Spark over exhaust valve ...	6.4	75.1
Both sparks	7.3	85.7

At a speed of 1,100 revolutions per minute, the magnitude of the difference obtained with the sparks depends to a certain extent on the strength of the mixture. When the carburetter is adjusted so as to give the best mixture at this speed, the improvement obtained by using the two sparks is not quite so great. At higher speeds, such as 1,600 revolutions per minute, however, the improvement obtained with the two sparks was most marked with all strengths of mixture.

The improvement obtained when using both sparks at the higher speeds is due to the more rapid ignition of the charge. The fact that the advantage of igniting the charge in both pockets is greater the greater the speed is best illustrated by the indicator card from which it is readily apparent that at high speeds the more rapid rate of inflammation of the charge results in a higher pressure. For it is only at high speeds that this rapidity of burning of the charge is of such vital importance. With slow speeds it is quite possible that the more rapid burning obtained with the two sparks may be a disadvantage, for in practice the spark is often too far advanced at slow engine speeds, and hence the comparatively slow burning obtained when only one spark is used partly compensates for the too great spark advance. Such a case will occur if, as is sometimes done, the timing of the magneto is fixed. Some makers adopt this arrangement, the argument being that the spark occurs earlier and is much "fatter" when the armature is rotating rapidly, and hence that an automatic adjustment takes place.

Two tests, A and B, were made at 640 revolutions per minute with magneto ignition. In the first case the diagram was obtained using at this speed the spark adjustment which gave the best result at 1,600 revolutions, while diagram B was obtained by retarding the spark. It will be at once observed that if the magneto is adjusted to give the maximum power when the engine is running fast, then when the engine is running slow the power will fall off considerably, and there will be a tendency to knock. The difference in power is considerable, being nearly 14 per cent:

	M.E.P.	I.H.P.
In A	86.0 lbs. sq. in.	2.9
In B	97.4 lbs. sq. in.	3.3

In this connection the opportunity was also taken to make some further comparisons between the effects obtained with a coil and with a magneto, and it was found that with weak mixtures there was a decided improvement obtained by using the intense spark given by the magneto.

"Some insight into the reason why some engines are found to give so much more power with the magneto ignition was, however, given by the present engine," says the author. "The magneto has a wipe contact maker which is used with a single coil, the same high-tension distributor being employed as is used with the magneto. When this contact maker is used the diagrams obtained at a speed of 640 revolutions per minute from each of the four cylinders . . . . showed that the timing is hopelessly wrong, for while in cylinder 2 the spark advance is about right, in the other three cylinders the spark occurs much too late, and the diagrams illustrate the corresponding loss of power. At higher speeds the effects of the error in timing are very much more marked. Instead of attempting to readjust the wipe contact maker, a single make and break was fitted up on a counter shaft, and this shaft was driven at twice the engine speed. In this case the same make in the primary circuit of the coil is used for all four cylinders, and the only variation which affects the timing of the sparks in the different cylinders is the lag of the trembler blade, which may vary slightly from instant to instant, for, although the same trembler is used for all the cylinders, yet since the vibrations set up in the trembler during one 'make' will not in general have entirely died out when the next 'make' occurs, the rapidity with which the first trembler 'break', i. e., the first spark at the plug, occurs, will in a measure depend on the phase of the vibration of the trembler existing when the second 'make' occurs."

N.S.U.

MOTORCYCLES Win 2 Gold Medals

By their consistent running, reliability and mechanical perfectness

THEY ARE RIGHTLY KEPT IN THE PUBLIC'S EYE

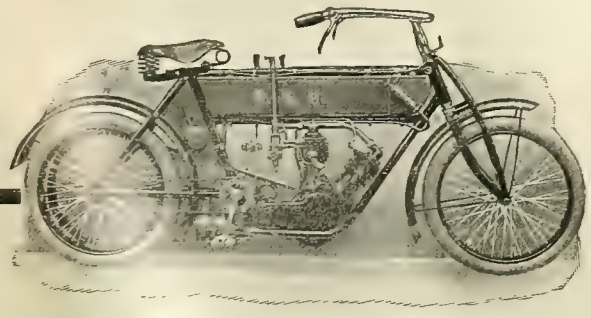
In the recent severe end to end trials held in England—893 miles in 6 days

2 N. S. U's Entered
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GOLD MEDALS

and both machines came through this horrible ordeal of almost continuous rain in perfect condition and without losing a single point, while their hill climbing performances throughout the run were marked EXCELLENT. Our fourth successive year to receive gold medals.

Wait no longer to decide
Remember there IS no better.

N. S. U. MOTOR COMPANY
206 West 76th Street, New York City
Department B for Catalogue.



N. S. U. Twin C[illegible], suitable for Side and Fore Car attachment, [illegible] h.p., 5½ h.p. and 6 h.p. types.

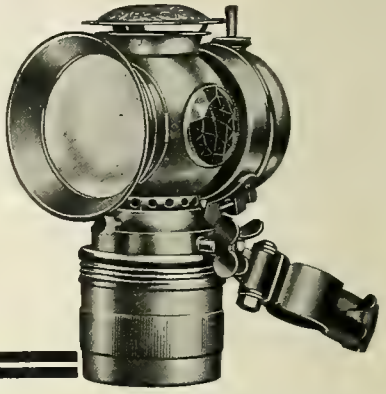
Solar

Gas Lamp Will Burn 5 Hours!

SOLAR all nickel acetylene Gas Lamp projects a white light 100 feet ahead. It is acknowledged to be the only safe acetylene lamp for Bicycle or Motorcycle use.
It is simple in construction; it is made entirely of heavy brass. Above all—it will burn for 5 hours, and will not jar or blow out.

Badger Brass Manufacturing Co.

TWO FACTORIES
KENOSHA, WIS.
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FREE—GOLD WATCH

DOUBLE VALUE FOR YOUR MONEY

For thirty-six Neverleak certificates we will send you this fine, 10 year guaranteed solid gold filled watch. You cannot tell it from a $100.00 solid gold watch. It is fully guaranteed for ten years, is a number 12 size, very latest thin model, has a fine 7-jewel American movement and is stem winding and stem setting.



One certificate is enclosed with each dozen 4-ounce tubes of Neverleak. Twenty-four certificates will entitle you to a Regulator Clock, or twelve certificates to the Brass Sign mentioned in previous ads. Send certificates direct to

BUFFALO SPECIALTY CO., Buffalo, N.Y.



Quality
Simplicity
Satisfaction

ALL FOUND IN THE

LIGHT
Motorcycles

They talk for themselves. Hence, we do not have to brag. "Nuff said."

Booklet on application.

The Light Manufacturing and Foundry Co.

Motorcycle Dept.

4th and Hanover Streets

POTTSTOWN. PA.

Motorcycle Thief's Elaborate Plan.

Enter the full fledged "common" into the precincts of the growing industry of cycle theft! His first exploit has caused the police of Detroit, Mich., to send out the usual testimonial such as a successful manipulation of some one else's coin usually evokes. At the same time the Economy Cycle Supply Co. of that city is mourning the loss of a brand new motorcycle valued, with its equipment, at $210, and $30 in cash—a small additional tribute laid by economy at the feet of whatever goddess it is that presides over the destinies of the elusive little pea, the wheel of fortune and the gentleman in fine raiment who comes from nowhere, and disappears mysteriously on a sudden errand.

On July 21st, a man giving the name of Lewis Ferris, entered the store of the Economy Co., and asked to look at motorcycles. He expressed satisfaction with a single cylinder Harley-Davidson mount and asked for a demonstration, which was given him. Two days later, on the 23d ult., and again on the 24th, he was allowed to take the machine out for a ride, but on each occasion it was returned to the dealers. Evidently, as future events disclosed, he wanted more than a motor bicycle.

On Saturday, July 25th, the stranger again visited the establishment and announced his intention of purchasing the machine. He tendered a check for $250 which, he said, had been sent to him by his father, Robert Ferris, of Grand Rapids, Mich. He was given $30 in change and he then instructed the firm to ship the machine to Grand Rapids on the following Monday.

Sunday he again entered the store and asked permission to ride the machine to a friend's house on the East boulevard. The request was granted and at 3:30 p. m. he left the store. Later it was learned that at 4 p. m. he took the machine on the D. & B. boat sailing for Buffalo, N. Y. The check turned out to be a forgery and the police of Detroit sent out an alarm for the arrest of the thief. Their description indicates him to be about 30 years old, 5 feet 9 inches tall, and weighing about 225 pounds. He is of light complexion, clean shaven, well dressed and speaks with a German accent. His laundry was marked "Kraft Funk."

The machine was a single cylinder 3½ horsepower Harley-Davidson numbered 2104 on crank case and cylinder head, enamelled gray and carrying tandem attachment and two saddles. The owner of the machine offers $50 reward for the arrest of the thief and recovery of the motorcycle.

Herron Makes Only Clean Score.

Of 16 motorcyclists who started in the tour from Chicago to Milwaukee at 4 a. m. on the 3d inst., all but two arrived in good order, although there was only one really clean score. A number of the penalizations were due to arriving at Milwaukee ahead of the scheduled time. Murray Herron, riding a Thor, made the best score.

AGAIN
THE
Thor
Proves Equal to the Occasion



¶On the eight lap Saucer Track at Los Angeles, the Thor established a new record of five miles in 5:50—previous time 6:07 2/5. Also made a mile in 1:06—another new record for an eight lap track.

¶Such performances, when coupled with a distinctive designed machine that insures ease and comfort to the rider, makes the Thor an easy seller for the agent.

Write for Terms

Aurora Automatic Machinery Co.

Aurora, Illinois

ATLANTIC CITY'S TRADE MEET.

(Continued from page 758.)

to the members of our Association and to all jobbers of bicycle goods.

To put the matter bluntly, we are a lot of "dubs." We sit idly by and let the manufacturers sell the dealer direct at a price that does not afford the jobber a reasonable profit. A case in point is that of a prominent rubber goods manufacturer who sells dealers tires at within 25 cents per pair of the jobbers' price. Notwithstanding this we continue to catalogue and advertise this manufacturer's goods. Why don't we follow the example of other jobbers 'associations? Why don't we leave the maker's goods out of our stock or put up a bold front and say to such manufacturers, as an association, we won't stand for this sort of treatment?

The only manufacturer who is the real friend of the jobber is the one that does not sell the dealer at any price or at least will allow the jobber a living profit. I believe that concerted action on our part will lessen this evil.

Your attention is called also to the double dealings of some manufacturers' agents. They protest loudly that they don't sell the small trade, but who believes it? And yet we go right along, giving them orders and furnish them with the means to strengthen their position with the manufacturers. They take our coin in one hand and give us a knock-out blow with the other. A straight manufacturer's agent is a good thing, but there are mighty few of them, and we all know it. Would not concerted action on out part accomplish something? We lack the spirit of concentration and co-operation. Besides this we are jealous of each other. If one jobber gets the agency for certain goods in his territory, every other jobber tries to buy around him.

We encourage the manufacturers and manufacturer's agents who "do us dirt." and we turn down a fellow jobber who is willing to do business with us on a reciprocal basis.

You all know that there has been a so-called minimum price on bicycles to jobbers for the past two years. How many of you think that the mail order houses paid this price? This is another case of "dinking" the jobber.

Among those present at the meeting were F. I. Johnson, of Iver Johnson's Arms & Cycle Works; A. L. Pope, C. E. Walker and B. A. Edgar, of the Pope Mfg. Co.; W. F. Remppis and Harry Walburg, of the Reading Standard Co.; D. P. Harris, of the D. P. Harris Hardware Co.; E. J. Lonn, of the Great Western Mfg. Co.; I. Schwinn, of Arnold, Schwinn & Co.; W. G. Schack, of the Emblem Mfg. Co.; W. F. McGuire, A. C. Coffman and F. C. Cornish, of the Consolidated Mfg. Co.; E. S. Fretz and George W. Sherman, of the Light Mfg. & Foundry Co.; F. C. Robie, of the Excelsior Supply Co.; W. H. Crosby, of the Crosby Mfg. Co.; W. J. Surre, C. W. Griswold, E. C. Bowman and W. J. Morgan, of the Corbin Screw Corporation; R. D. Webster, of the Eclipse Machine Co.; S. A. Falor, of the Goodyear Tire & Rubber Co.; M. C. Stokes, Hartford Rubber Works Co.; J. M. Foster, Hydraulic Pressed Steel Co.; A. C. Hitchcock, Ideal Plating Co.; D. C. Spraker, Kokomo Rubber Co.; C. F. U. Kelly and D. B. Nally, Lockport Rubber Works; Thenon Palmer, of the Continental Rubber Works; J. B. Tucker, of the American Wood Rim Co.; De Witt Page, M. J. Horton, M. R. McGuyer, and H. T. Scott, of the New Departure Mfg. Co.; C. A. Persons, of the Persons Mfg. Co.; A. C. Clark, of the Pennsylvania Rubber Co.; W. H. Pirrong, of the Standard Welding Co.; D. S. Troxel, of the Troxel Mfg. Co.; C. W. Whitney and W. W. Totman, of the Whitney Mfg. Co.; W. H. Porter, of the association's publicity department; L. J. Keck, of the Badger Brass Mfg. Co.; F. L. Watters, of the Chicago Handle Bar Co.; L. M. Wainwright and W. C. Roby, of the Diamond Chain & Mfg. Co.; George H. Empsall, of the Duckworth Chain & Mfg. Co.; H. B. Rose and B. X. Shields, of the Forsyth Mfg. Co.; John R. Lee, of the John R. Keim Mills; A. S. Phillip, of Morgan & Wright; H. Messinger, of H. & F. Mesinger Mfg. Co.; Louis Schwab, of Stevens & Co.; F. C. Cutler, of the Worcester Pressed Steel Co.; A. J. Musselman, of the Miami Cycle & Mfg. Co.; George W. Nock, of the Geo. W. Nock Co.; Fred I. Willis, of the H. T. Hearsey Vehicle Co.; W. A. Owens, of Coggins & Owens; Charles W. Leng, of John S. Leng's Sons Co.; P. R. Robinson, of the New York Sporting Goods Co.; John W. Henry of the Vim Cycle & Hardware Co.; Howard A. French, of Howard A. French & Co.; William Holland, of Henry Keidel & Co.; A. L. Ray, of Sutcliffe & Co.; James L. Gibney, of ames L. Gibney & Bros.; J. W. Grady, of J. W. Grady & Co.; C. P. Sontgen, of the Manufacturers' Supply Co.; F. W. Walters, of the Milford Rubber Co.; F. W. Roche, R. S. Drake and Joseph Goodman, of the Bicycling World; Keyser Fry, of Keyser Fry & Co.; F. A. Fromm, of the Manufacturers' Foundry Co.; C. H. Wood and H. A. Flagg, of the National Tube Co.; B. G. Snowman, of the Diamond Rubber Co.

The social part of the program was well carried out. In the bowling match the accessory men's team beat the jobbers, and on Thursday night the visitors went en masse to the Apollo theater to see "The Talk of New York." A collation was later served at the Shelburne. Pretty souvenirs of the convention were given out by E. J. Lonn, of the Great Western Mfg. Co., in the form of stick pins, while ash trays were presented by the Hartford Rubber Works Co.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)



NOTICE.

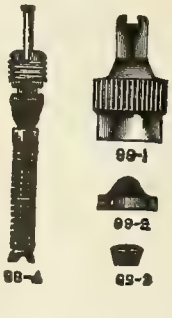
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In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

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"A good thing to have about the house"

The First Real Catalog of Motorcycle Supplies

You surely will have need for it before the year is much older. Send for copy. It's yours for the asking.

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The Most Profitable Dealer's Proposition of the Year

There are some big opportunities still open for dealers to secure our special distribution terms on

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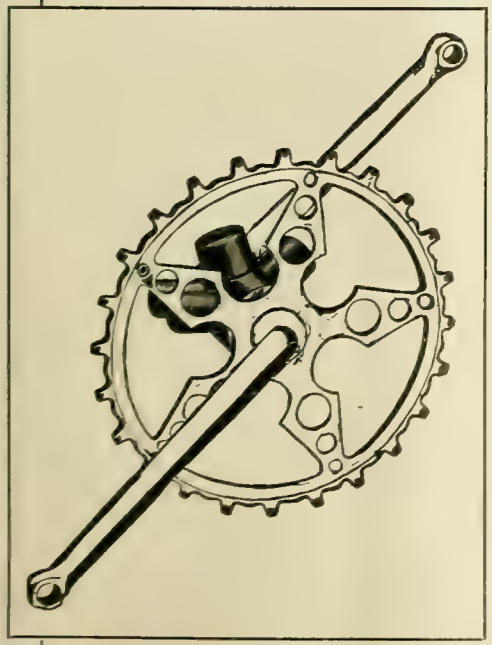
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These are the tires the motorcycle enthusiast wants, because they are unquestionably ahead of anything in the market. They mean quicker sales for you, because they are better than anything else you can show.

Write today for the most profitable equipment proposition you have ever had the opportunity to enter into.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

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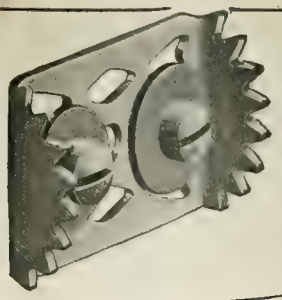


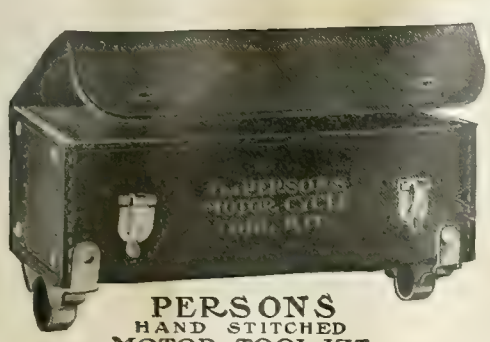
FAUBER CRANK HANGERS

in the bicycles he orders, merely by specifying them. No high class manufacturer will refuse such high class equipment. In justice to himself and his trade, he cannot very well afford to refuse.

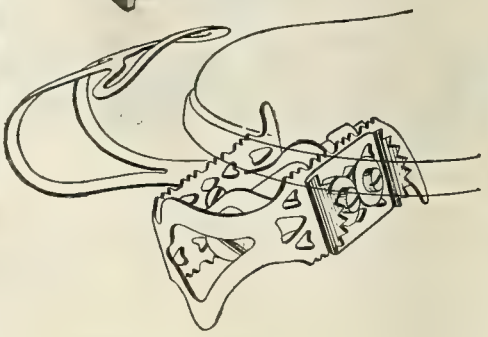
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Persons Sundries





PERSONS
HAND STITCHED
MOTOR TOOL KIT
9x3⅜x3 ALL SOLE LEATHER
PRICE.....$2.25



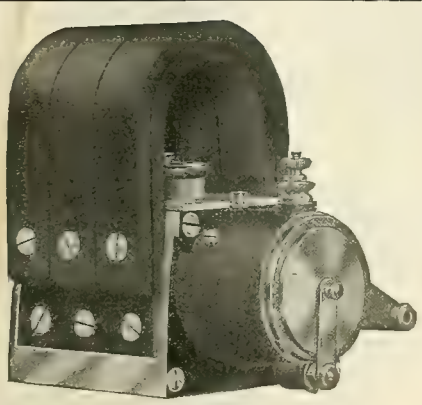


EACH IS A CONVENIENCE AND A PROMOTER OF COMFORT

PERSONS *Kach-Klinx*
To Roll the pedal with the foot

AND IT GOES WITHOUT SAYING THAT THEY ARE OF PERSONS QUALITY

THE PERSONS MFG. CO., Worcester, Mass.



MADE IN GERMANY

UNTERBERG & HELMLE

HIGH TENSION MAGNETOS

FOR MOTORCYCLES

Contain the same refinements of construction as are embodied in the larger types intended for motor cars. Efficiency has not been sacrificed in order to reduce weight or size.

J. S. BRETZ CO., Sole Importers
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Two Merkel MOTORCYCLES

finished with perfect scores in the New York - Chicago Tour, and then won both

FIRST AND SECOND

in the 5 mile race for tourists at the race meet immediately following the tour, at Crown Point, Ind. A real endurance tour and a real race, for strictly stock machines, the kind you buy and use.

Ball Bearing Motors and Spring Frames helped do this. Learn the value you can get in the Merkel by writing us.

MERKEL MOTOR CO.

1114 26th Avenue, Milwaukee, Wis.



The Arch is nature's design for greatest strength of least material.

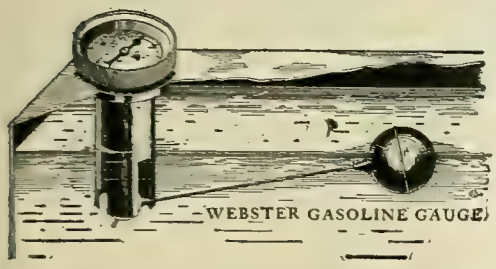
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gives rigidity and lightness and easy propulsion.

Write for catalogue which fully describes all models and agent's proposition.

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360 RIVER STREET FITCHBURG, MASS.

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Can be applied in 20 minutes.

Tells at a glance the quantity of gasolene in your tank, and indicates the quantity used. Removes all chance of being stranded "miles from nowhere." Prevents flooding and therefore prevents fires.

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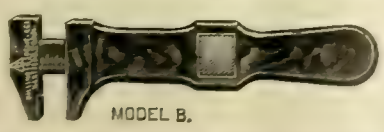


THE SPLITDORF
MOTORCYCLE PLUG

Designed especially for the motorcycle. Try this Plug and note the perfect ignition that results.

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The B.&S.



Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

THE BILLINGS & SPENCER CO., Hartford, Conn

The Week's Patents.

892,161. Shock Absorber for Vehicles. Jesse J. Jennings, Chicago, Ill. Filed May 7, 1906. Serial oN. 315,554.

1. A shock absorber comprising a pair of cylinders, means for securing said cylinders rigidly and between their ends on the frame of a vehicle, a piston within each cylinder, an axle on the vehicle having its ends secured in said pistons to revolve therein, compression springs within the cylinders above the pistons, and recoil springs within the cylinders below the pistons.

983,787. Friction Drive Chain. Edward J. Conklin, Walden, N. Y., assignor, by mesne assignments, to Whitney Manufacturing Company, Hartford, Conn., a Corporation. Filed June 28, 1907. Serial No. 381,187.

1. A drive chain comprising blocks and plates and a casing therefor comprising a series of pieces secured to the inner surface of the blocks and plates of said chain, and a second series of pieces secured to the outer surface of the same, the first series of pieces being bent inward against the sides of the chain and into contact with the second series of pieces, and means for securing said pieces to the blocks and plates of the chain, as described.

WHEN
Help Is Wanted

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is measured by dollars not cents.

64 pages bristling with the useful advice and suggestion desired by all motorcyclists.

25 Cents

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G&J TIRES

are full of life and speed—easiest to repair when punctured—durable and always satisfactory. All high grade wheels are equipped with G & J tires because they are the best.

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O-M-C MOTORCYCLE STAND



PATENTS PENDING
Price, complete, $3.50 Most Rigid Stand Known
FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact, (weight 3 lb. 9 oz.) Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs cannot get into the spokes.

Clamps of new design, having two point contact on frame which eliminates all danger of tubing crystalizing.

Quickest operated. Beautifully nickeled and enamelled in Black and Indian Blue.

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Manufactured by
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THIEM MOTORCYCLES



Fewer parts, but not a feature omitted necessary for CONVENIENCE, COMFORT or EFFICIENCY.

We stand ready to compare WORKMANSHIP with anything made—PIECE BY PIECE. Every gear and its shaft is cut from SOLID STEEL—have nothing to come loose—Carefully hardened and polished gears, cams, journals and boxes insure PERFECT WORK AND LONG LIFE.

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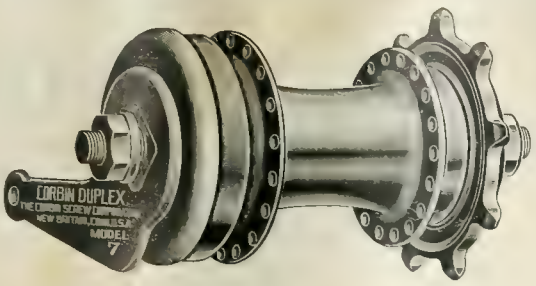
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S. F. HEATH, 288 Columbus Ave., Boston, Mass., Distributor for New England. MANUFACTURERS SUPPLY CO., Philadelphia, Pa., Distributors for Eastern Pennsylvania, Southern New Jersey, Delaware and parts of Maryland.

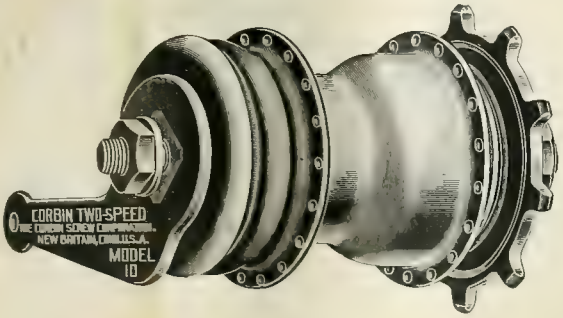
"The Call of the Road"

always means a

Call for the Corbin



REGULAR

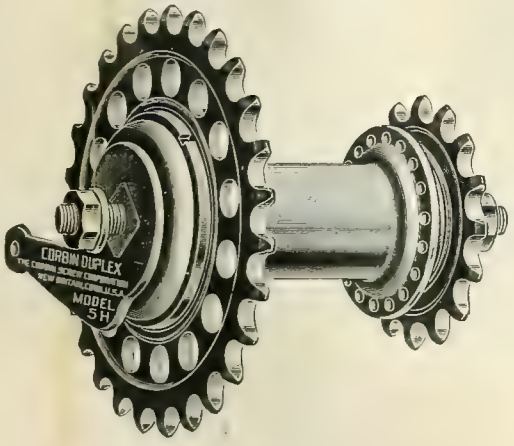


TWO-SPEED

It's the Coaster Brake that for many years has met the call and been found not wanting. It is a device that adds delight and value to any bicycle. And

The Name Corbin

is a Guarantee that it's right



MOTORCYCLE

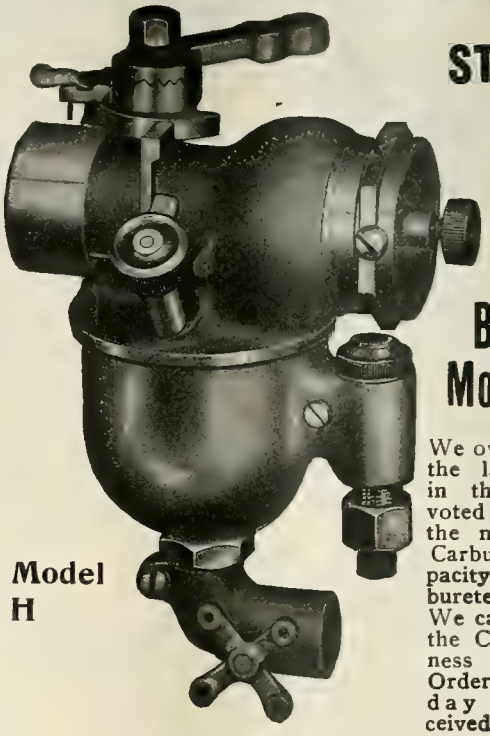
☞ Fully 75 per cent. of the Coaster Brakes in use on Motorcycles are Corbins. That means something to the thinking man

WE MAKE FRONT HUBS TO MATCH

Be Safe! Specify the Corbin

Corbin Screw Corporation, New Britain, Conn.

THE SCHEBLER CARBURETER



Model H

STANDARD OF THE WORLD

Built for Motorcycles

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

WHEELER & SCHEBLER, Manufacturers

Factory, INDIANAPOLIS, IND.

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W. J. CONNELL, Mgr.
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EASTERN OFFICE—E. J. EDMOND, Mgr.
The Motor Mart, 62d St. & Broadway, New York

CANADIAN OFFICE:
JOHN MILLEN & SONS, Ltd., Montreal—Vancouver—Toronto.

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Chas. S. Smith & Co., 302 N. Broad St., Philadelphia, Pa.
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Boston Cycle & Sundry Co., 48 Hanover St., Boston, Mass.
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Hub Auto Exchange, 141-145 Freeport St., Dorchester, Mass.
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Kilbourne & Clark Co., 307 First Ave., So., Seattle, Wash.
John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
Chas E. Miller, 227½ Jefferson Ave., Detroit, Mich.
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Guaranteed Bicycle Tires

These are the Brands to Ask About

PATHFINDER A plain tread, extremely high grade tire at a medium cost, and a full season's guarantee to back it up. It is made of Para rubber and good tough fabric—fast, durable and very resilient.

THE CACTUS A puncture-proof tire—made with a heavy re-inforced tread of extra tough compounded rubber and extra strong heavy fabric—resists thorns, briers, sharp pebbles, etc.

MONARCH An excellent, strong road tire for all-around riding. It has more rubber on the tread for the price than any other tire on the market. It is the best medium-priced tire made.

CUSHION PNEUMATIC

A specially constructed tire, made for durability and resiliency rather than speed. Very heavy but still possesses the necessary resiliency to make riding a pleasure—absolutely impossible to puncture.

Every dealer remembers how Bicycle Tires used to *LAST* and give all-round satisfaction in the old days when Bike Tires were made *RIGHT* and were *GUARANTEED.*

There was some comfort in selling a Bike Tire those days, for a man didn't have to be continually dodging dissatisfied customers.

You know as well as we do that now wheeling is getting popular again, wise riders *don't want* and *won't have* these "junk" tires any more.

But *they* don't know—and most *dealers* have forgotten—what tires to recommend as *thoroughly good* and *dependable.*

The answer is *the Guaranteed Goodyear Bicycle Tires.*

We have ceased entirely to make the so-called "competing" tires demanded by certain of the trade, and dealers may select any Bicycle Tire mentioned in the margin with the certainty that they will be getting full value for their money.

We *absolutely guarantee* any of the brands mentioned in the margin to be made from pure new rubber as a base, and that they will give the same mileage and the same satisfaction as the *very best tires* obtainable in the "good old days" of the Bicycle Craze.

Guaranteed GOODYEAR Bicycle Tires

This *Guarantee* means that we will *replace* any tires shown to be defective in the same "good old time" way—and that every Goodyear Bike Tire you sell will reflect *credit on you* and bring in *new trade.*

Ask for information about these *Guaranteed Tires* and get posted.

Bike riders are already beginning to specify them.

Write the home office or nearest branch for prices and samples.

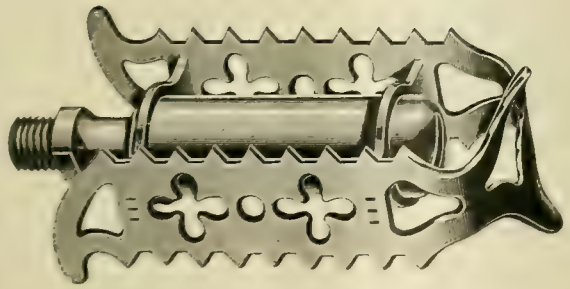
THE GOODYEAR TIRE AND RUBBER CO., Moal Street, AKRON, OHIO

BRANCHES

Boston, 261 Dartmouth St. Buffalo, 719 Main St. New York, 64th St. and Broadway Los Angeles, 932 S. Main St. Cleveland, 2005 Euclid Ave St. Louis, 712-714 Morgan St. Chicago, 82-84 Michigan Ave. Pittsburg, 5988 Center Ave. Cincinnati, 317 E. Fifth St. Detroit, 251 Jefferson Ave. Philadelphia, 1404 Ridge Ave. San Francisco, 506 Golden Gate Ave. Denver, 220 Sixteenth St.

A Motorcycle Pedal

Made for Motorcycle Use



"FORSYTH"

This pedal is especially designed to withstand the vibration and rough knocks to which a motorcycle pedal is subject.

Bearings made of special steel, oil tempered and toughened. Best quality 5-32 inch balls. Finish nickel over copper. Write us.

FORSYTH MFG. CO., Buffalo, N. Y.

HAVE YOU

been keeping posted in regard to the

WONDERFUL ACHIEVEMENTS

of some of the regular stock

ARMAC Motorcycles

wherever entered in

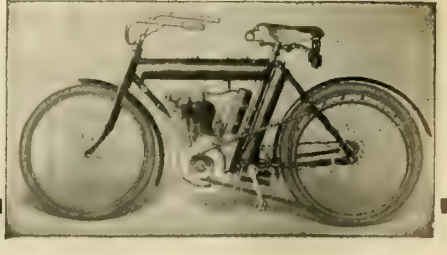
HILL CLIMBING CONTEST
ENDURANCE CONTESTS, or
OPEN COMPETITION RACES?

IF NOT—Write to-day for information and our catalog describing the many practical and exclusive features of

3 H. P. 1908 **ARMAC**

Our agent's proposition will interest you.

ARMAC MOTOR CO. 472-478 CARROLL AVE., CHICAGO



WANTS AND FOR SALE.

10 cents per line; 15 cents per line if in capital letters. Cash with order.

SACRIFICING two-cylinder 1907 Griffon motorcycle; ridden 400 miles; fully equipped; also 1907 2¾ H. P. single cylinder Griffon in good condition. B. A. DREVES, 1620 Broadway, New York.

FOR SALE—1906 Indian, tires good, Blumel pump, imported vise stand, Persons Lea. tool box, 1907 intake, also extra parts; cheap if sold for cash. This model holds continental record. Box 305, Flemingsburg, Ky.

FOR SALE—1906 Yale California motorcycle engine, Universal carburetter, muffler, all complete, ready for frame. $30 takes all. L. WOODS, 1218 East 26th St., Minneapolis, Minn.

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FOR SALE—1907 Wagner motorcycle, $90; good condition. A. G. LUCKING, Perham, Minn.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence, R. I.

1908 INDIANS, Royals and Thor motorcycles, parts, repairs, storage, etc. Twin Indian at $200; single Indians, $75 up. Send for catalogues. WIDMAYER, 2312 Broadway, New York.

SAVE chain trouble by using Ball Bearing, Fiber Idler; fits Indian, R-S, Thor and Light motorcycles. Send for cut and price. A. C. MOUNT, 1158 Washington St., Elizabeth, N. J.

CURTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

WE REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.,
109 N. 12th St., St. Louis.

TORPEDO MOTORCYCLES

Torpedo stands for Quality, and Quality means Price. Buy a Torpedo and get both. Write for Catalog.

THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.

HIGH GRADE

wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having **Frictionless Rocker Joints.** Insist on having the Morse Twin Roller. Fits regular sprockets.

Send for Catalogue and Trade Price to

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H. & F. MESINGER MFG. CO.
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Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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Genesee Pedals Frame Sets

Also All Metal Parts for Bicycle Construction

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Those who have used them most will tell you that

Duckworth Chains

are the most satisfying chains ever applied to

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DUCKWORTH CHAIN & MFG. COMPANY
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BICYCLE

Heads and Head Sets, Clusters, Hubs, Ball Cups, Hangers, Tees, Tips, Chain Adjusters, Fork Ends.

Worcester Pressed Steel Co.
WORCESTER, MASS.

JOBBERS

BUY—Nuts, Bolts, Screws, Adjusting Cones, Cups, Brass Plugs, Pump Connections, Pump Hose, Saddle Clamps, Head Brackets, etc., etc., of

STEVENS & CO.
99 Chambers St., NEW YORK CITY.

IF A CARBURETER that assures the right mixture at the right time in the right way is of interest to you, you'll be interested in the

HEITGER

Particulars supplied on request.

HEITGER CARBURETER CO., Indianapolis Ind.

TO THE LIVE MAN

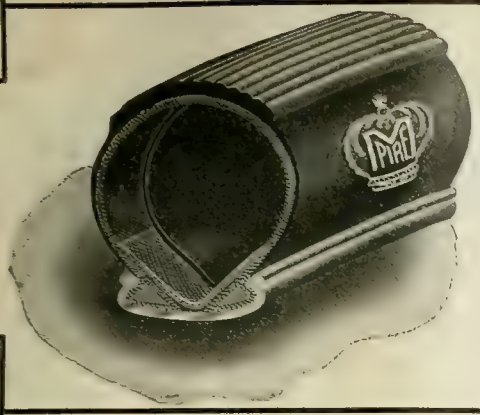
interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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EMPIRE MOTORCYCLE TIRES

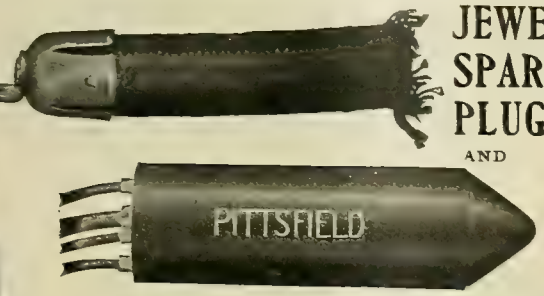
"WEAR LONGEST"

WRITE US

EMPIRE AUTOMOBILE TIRE CO., Trenton, New Jersey, U. S. A.

NEW YORK—73d St. and Broadway; 148 Chambers St.
CHICAGO—20 La Salle St. PHILADELPHIA—Penn Auto Supply Co.
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ATLANTA, GA.—Dunham Rubber Co. DENVER, COL.—Denver Auto Goods Co.
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JEWEL SPARK PLUGS AND PITTSFIELD COILS

assure the most reliable ignition.

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

General Distributors—New York Sporting Goods Co., 17 Warren St., New York City.

HUDSON BICYCLES

Contain All the Best Features *Think of it*

D & J Hangers Hudson Special Hangers
Oval Forks and Stays
Our Superior Brazing System Prevents Broken Joints

Get our new catalog—just out

HUDSON MFG. CO., Hudson, Mich.

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TO KNOW THEM IS TO LIKE THEM

Gibney Special Tires

QUOTATIONS ON REQUEST

J. L. Gibney & Bro., Philadelphia, Pa.

Special Stampings FROM SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.



A really good Dollar Spark Plug!

The "Gotham" STA-RITE Spark Plug, at $1, will carry you further on your motorcycle, with less trouble, than the ordinary $1.50 plug. Will not crack, leak, or short-circuit. Of dealers, or direct. THE R. E. HARDY CO., 25 W. 42d St., New York City.

MOTORCYCLES

Roller bearings throughout. Send for catalog.

Curtiss Mfg. Co., Hammondsport, N.Y.



SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



The Star Ball Retainers therein?

WHO? Tell us.

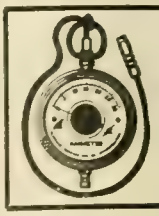


The STAR BALL RETAINER CO
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany

The Caterpillar Flame

is a Magneto Spark, produced only by Pfanstiehl Coils. Most of the recent events for Motorcycles have been won with Pfanstiehl Coils.

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For testing dry cells, use the
Eldredge Battery Ammeter
0 to 30 Amperes
Indicates in either direction of current.
Price $3.50, delivered.
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Contained and Separate Generator LAMPS
Consult 20th Century Catalogues "BABY GRAND" Motor Boat Car and Cycle Searchlights
AUTOMOBILE LAMPS
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THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

GEO. W. NOCK CO.
Jobbers of
BICYCLES and SUNDRIES
126 N. Fourth St. PHILADELPHIA.

BICYCLE GOODS

NEW YORK SPORTING GOODS CO.

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
Pennsylvania Rubber Co.
Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
Lake Shore Rubber Co.
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Goodyear Tire & Rubber Co.
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Morgan & Wright.
Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Brilliant Experiments

are all right to buy and handle if you are willing to be disappointed not infrequently. All our experimenting was done long ago, and

Defender Special



New Oxford

stand as time proved standards of tire value, with no trace of experiment defects.

Kokomo Rubber Co., Kokomo, Ind.

Crack Pace Followers Recognize the Reliability of

COLUMBIA RACERS



Hugh MacLean
on a Columbia racer.

The *Boston American*, July 31, 1908, says:

"Hugh MacLean is the recognized American motor-paced champion, and this season appears to be in his best form, as he has won every race he has started in and made sensational time in all of them. The hardest events have come with Jimmy Moran, his nearest rival for premier honors, and he has yet to beat him decisively.

His best distance is twenty-five miles, the possesses exceptional endurance and speed for that journey and can follow any motor with the throttle wide open."

Jimmy Moran also rides a COLUMBIA.

If interested in the purchase of a bicycle, these facts are significant.

SOLD BY POPE DEALERS EVERYWHERE.

POPE MANUFACTURING COMPANY, Hartford, Conn.

THE

Fauber Crank Hanger

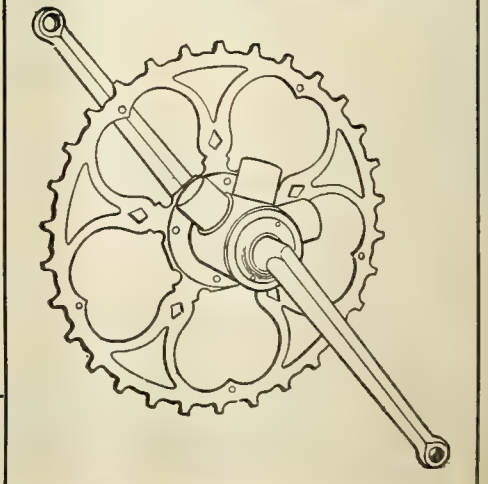
is not only the

WORLD'S BEST HANGER

but is the

MOST FAMOUS ONE

It adds "Class" to any bicycle to which it is applied and every dealer knows it. Specify it when you order.



Great Western Mfg. Company, LAPORTE INDIANA

NOTICE

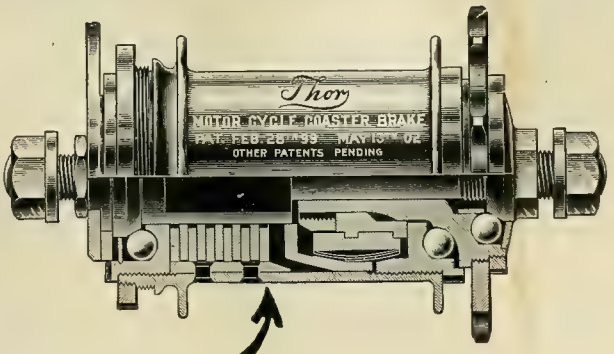
To Assemblers and Manufacturers of Motorcycles:

Thor **MOTOR COASTER BRAKES AND MOTOR FRONT HUBS**

are built on the same principles and designs as the well-known *Thor* Bicycle Hubs and Coaster Brakes. They are

QUALITY PRODUCTS

Note the **Friction Washers:** These give the *Thor* more braking surface than any other Coaster Brake on the market. Safety of the rider is the **vital point** of a Motor Coaster Brake





Note that the *Thor* Motor Front Hub is **Simplex design.** Ball races and shell **one piece,** giving **maximum bearing surface** for ball race.

We have other *Thor* Motor Component Parts, such as Compensating Sprockets, Seat Post Expanders, Hangers, etc., that may interest you.

AURORA AUTOMATIC MACHINERY COMPANY
Aurora, Illinois

RELIABILITY—Earned the only Diamond Medal awarded in the F. A. M. Endurance Contest.—**New York, June 29-30.**

ECONOMY—Won the Silver Cup in the Official Tests at the F. A. M. Meet. (Just think of it! 50 miles on 1 quart and 1 ounce of gasoline).—**New York, July 3.**

SPEED—3½ H. P. single cylinder won the five-mile Western championship, defeating 4, 5, 7 H.P. double cylinder machines.

SPEED—Won the five-mile race in 30–50 class, defeating all standard makes.—**Crown Point, Ind., July 18.**

ENDURANCE AND SPEED—Won the 144-mile endurance road race of the Minneapolis Motorcycle Club.—**Minneapolis, August 8.**

THE ABOVE ARE SOME OF THE MOST NOTABLE OF RECENT

Harley-Davidson Victories

The agency may be open in your locality—see about it to-day.

HARLEY-DAVIDSON MOTOR CO., MILWAUKEE WISCONSIN

MOTORCYCLE TUBING

because of the severe requirements, should be as good as can be obtained.

ACCLES AND POLLOCK

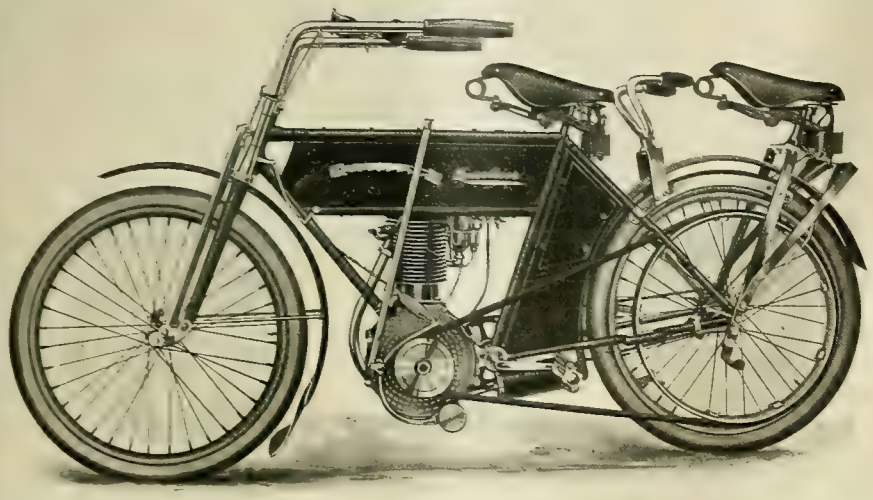
BUTT END TUBES

of seamless steel warrant the fullest confidence as to quality. Quotations gladly given.

ACCLES & POLLOCK, Oldbury, Birmingham, England

EXCELSIOR

Tandem Attachment—Luggage Carrier and Stand

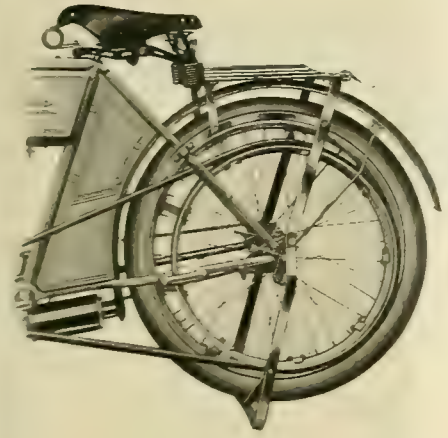


MADE of steel throughout and heavily nickeled. Can be attached to almost any motorcycle without alteration or necessity of drilling and thus weakening the frame.

The tandem attachment is designed for the use of any handle bar and saddle, and is furnished without either, leaving the selection to the purchaser.

The luggage carrier is beyond question the strongest and most durable ever placed on the market with a deck or platform of four steel bars.

The stand when not in use is held in place by a spring latch that HOLDS, but is instantly released by a slight pressure of the hand. When in use the base is broad and the stand solid enough that the motor may be run at any speed without danger of tipping over or accident.



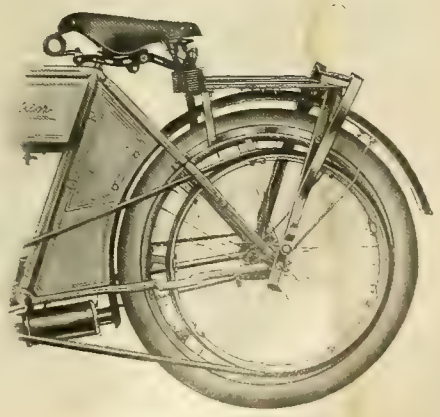
Stand in Use

The price of the luggage carrier complete and ready for attachment is

$10.00

The tandem attachment complete except handle bar and saddle,

$15.00



Stand Folded

We offer a liberal discount to dealers that makes this one of the best paying accessories on the market

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

233-237 Randolph Street CHICAGO, ILL.



NEW DEPARTURE COASTER BRAKES

FOR BICYCLES and MOTORCYCLES

Are Strong, Practical

AND

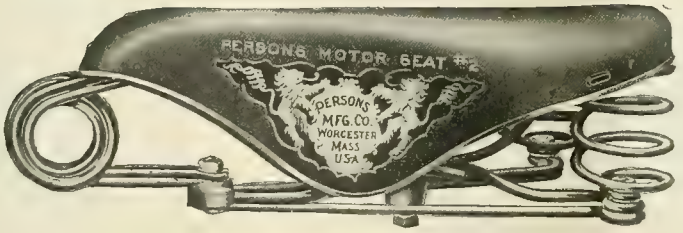
Absolutely Reliable

T. K. Hastings' perfect score in the great British Reliability run from Land's End to John O'Groat's was made on an Indian motorcycle equipped with the New Departure Coaster Brake.

The New Departure Manufacturing Co.

KING STREET, BRISTOL, CONN.

MOTORCYCLE SADDLE FOR BICYCLE RIDERS



PERSONS MOTOR SEAT No. 2

Motorcyclists are familiar with it and know its true worth and it has been found that as a saddle for

Heavyweight Riders of Pedal Propelled Bicycles

it is "just the thing." The heavy man requires more comfort and to obtain it must have something special, and this saddle fills that long felt want.

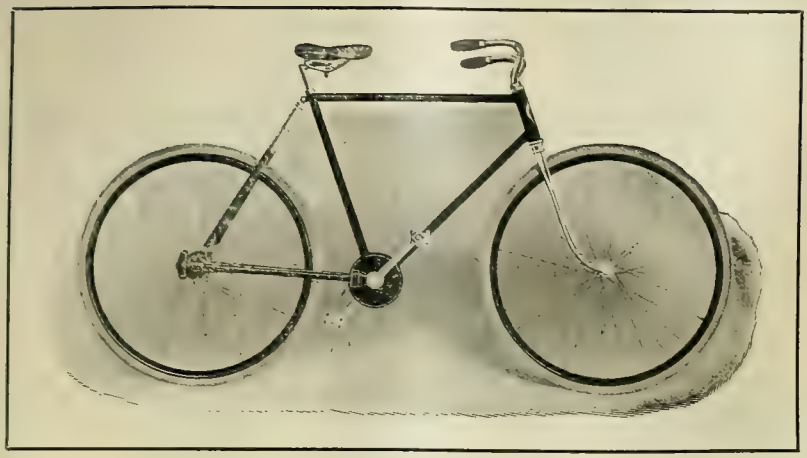
IT IS OF PERSONS QUALITY—ENOUGH SAID!

Price and Particulars mailed on request.

THE PERSONS MANUFACTURING CO., - - - Worcester, Mass.

PIERCE BICYCLES

DEFY COMPETITITION



because they are ridden in all parts of the world and experience proves that Pierce Bicycles wear better and last longer than any other.

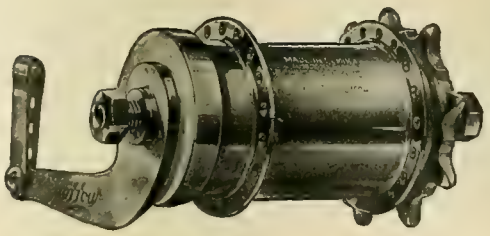
Do you know that the Pierce Racer is the easiest running cycle mechanism known to science—and that Pierce Cushion Frames eliminate vibration absolutely and are the most advanced thing in bicycle construction?

Agents wanted in city, town and hamlet. Write for best proposition ever offered to bicycle trade.

The Pierce Cycle Company, Buffalo, N. Y.

DENVER AND OAKLAND

"Nothing Could Be More Satisfactory"



¶ A dealer writes:

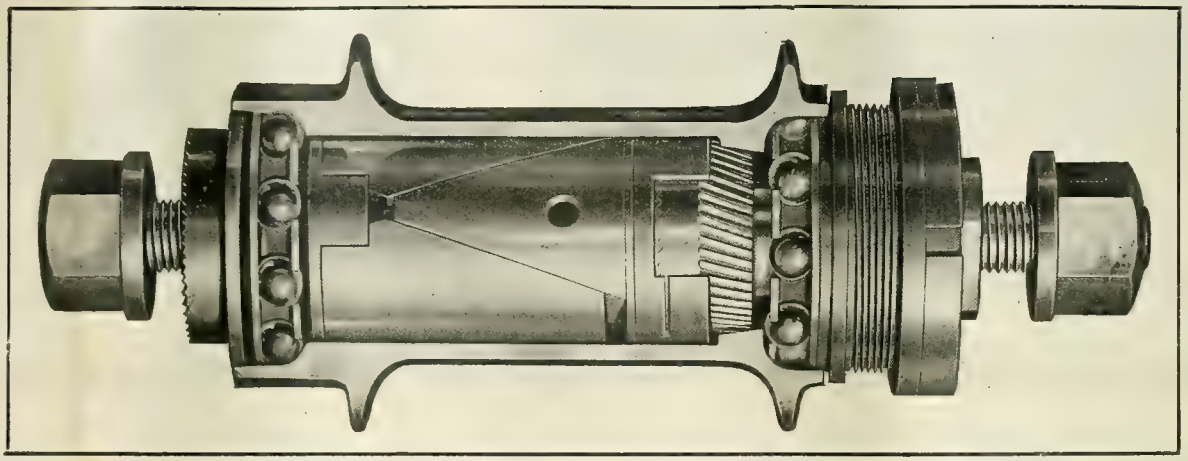
"I have used one of the Morrow Coaster Brakes two years, and have given it some extraordinary tests; nothing could be more satisfactory. I have also sold a few in built-up wheels, and the extra good satisfaction that both the wheels and hubs have given, makes one glad to handle your goods."

¶ Morrowize your bicycle, too, and your fund of satisfaction will be as great. Giving satisfaction is a confirmed habit of the Morrow.

ECLIPSE MACHINE COMPANY, Elmira, New York

It's Great—But Small

THE MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A. Saturday, August 15. | No. 21

WILL RECLASSIFY THE JOBBERS

Coaster Brake Makers to Give Jobbers' Discounts Only to a Selected List—Revision Plans.

To give more business to those bona fide jobbers of bicycle goods who are pushing the sale of cycle accessories by means of salesmen and catalogs and to relieve them of the drain of competition from "near-jobbers" and "has beens," the coaster brake manufacturers who are represented in the so-called patent pool have decided to entirely revise the ordinarily accepted list of jobbers so far as their own relations with the trade are concerned. At a meeting held in New York, at which the New Departure, Corbin, Eclipse and Miami interests were represented, a complete reclassification of the bicycle jobbers was determined upon, and the names of many concrns that have heretofore enjoyed jobbers' prices on coaster brakes will be dropped.

In the opinion of the coaster brake makers there are many firms now on the jobbers' list who have long ceased to be cycle supply jobbers, either through giving up the fight for the retail dealers' business or because they have turned their organizations over to the selling of motor car goods. Furthermore the jobbers' list has in the past been increased from time to time by the addition of the names of some large dealers who have found a way to get the jobbers' price on one or two lines, and have had "pull" enough to be put on the roll by request.

Every name will be scrutinized by the brake makers and on the reclassification only those firms will rank as jobbers who can show that they are doing an active jobbing business in cycle sundries and are keeping up an adequate stock. The results of the work in this direction will undoubtedly create something of an uproar when they begin to go into effect, but the legitimate jobbers who are actively furthering the cycle trade will be corespondingly pleased and encouraged.

Offer Two New Motorcycle Tires.

The new "basket weave tread" motorcycle tire which Morgan & Wright, of Detroit, recently put out has met with such success in the single clinch style that it has been decided to make it also in the double clinch type. An extra heavy tread motorcycle tire is another of Morgan & Wright's latest ogerings. The extra amount of rubber in the tread and the corresponding increase in the length of service will be especially appreciated by tourists and owners of tandem, package or side-car attachment machines. It is to be appropriately named the "Tourist" and will sell for a little more than the regular styles.

Biddle Becomes an Idealist.

T. N. Biddle, in addition to his duties with the Eclipse Machine Co. in pushing Morrow brakes, has become the direct factory representative of the Ideal Plating Co., of Marlboro, Mass. He will in his travels present the merits of Ideal handle bars in all styles, together with Ideal stems and seat posts.

Yost Assigns to Creditors.

J. R. Yost & Son, of Toronto, Ont., who took over a cycle manufacturing business about six months ago in addition to their merchandising, have assigned for the benefit of their creditors. It is claimed that the concern had not sufficient capital to swing the business.

Los Angeles Tradesmen Coming East.

A trio of Los Angeles tradesmen, consisting of John T. Bill, of John T. Bill & Co., Arthur J. Scott and C. W. Risden, will leave shortly for the East. They will visit the various factories whose products they handle on the Coast.

BETTER SPACE FOR MOTORCYCLES

Madison Square Show at New York to Make Concessions—Gallery Location Instead of Basement.

Motorcycle exhibits are to be made one of the conspicuous features of the show given by the Association of Licensed Automobile Manufacturers at the Madison Square Garden, New York, in January. Instead of being grouped in the basement as at the last Madison Square Garden show, they will be given a large section in the upper gallery, thus bringing them into the main part of the building where they will be sure to enjoy a full measure of the visitors' attention.

The decision to award the gallery space to the motorcycle section was reached only after a thorough study of the whole question by the show committee, and the opinion prevailed that the motorcycles and their accessories were of such interest to the public as to warrant their being given a better location than previously. The gallery provides opportunity for a much larger motorcycle section than has ever been seen before, and whereas the basement, while well attended, is not visited by all those who come to the show, practically nobody misses making a circuit of the path on which the motorcycles are this time to be placed.

The final allotment of space will be made some time in September by the Licensed association, previous to which diagrams and show regulations will have been issued to those manufacturers who have expressed themselves as interested. The list will be very large as the motorcycle feature of automobile shows has grown steadily and is becoming recognized as a permanent and valuable one as the number of motorcycle makers increases and the new models multiply, and the manufacturers are wisely giving it the support it merits as a means of reaching

a very desirable portion of the public, and one which is already educated to the fine points of motor construction.

Arrangements for the motorcycles at the Grand Central Palace show will be announced in the near future. The machines will have a gallery location at the Palace as there is no basement.

Death of Charles G. Huntington.

Charles G. Huntington, one of the pioneer wheelmen of this country, died at his home at Hartford, Conn., on Saturday last, after a prolonged illness. By his death, the cycling world has lost a most ardent and earnest advocate. Mr. Huntington started his career as a cyclist in 1879 when he purchased a standard Columbia. He was a charter member of the old Connecticut Bicycle Club and was active in the management of its affairs. At one time he was prominently mentioned for president of the League of American Wheelmen.

He was of a broad and liberal turn of mind and from the beginning was a contributor to all of the leading cycling periodicals. When Henry E. Ducker, of Springfield, Mass., started the Wheelmen's Gazette, Mr. Huntington became well known as the writer of many of its editorials.

It was, however, in the interests of cycling tourists, that his name was most widely known. As chief counsel of the Connecticut Division of the L. A. W., he issued the first practical road book published in the United States. This contained a series of maps printed on fine linen paper and so arranged that it could be folded and conveniently carried in a pocket. It had a wide circulation and although a copy was presented to every member of the Connecticut L. A. W., it was even more generally used by horsemen.

In 1891 he became managing editor of the American Cyclist, which was published at Hartford, Conn., and held that position until the publication was absorbed by the Bicycling World in 1900. Since the latter date he was connected with the advertising department of the Pope Mfg. Co. until its consolidation with the American Bicycle Co., when he was secured by George H. Day as advertising manager of the Electric Vehicle Co., which position he held until forced to retire because of ill health a year ago last June.

Interment took place at Hartford, Conn., on Tuesday of this week, and was attended by the leading citizens of that city. Mr. Huntington is survived by his wife, who was Miss Mabel Glover, daughter of L. C. Glover, president of the Colts Patent Firearms Co.

Commercial Motorcycles Featured.

Carrier motorcycles will figure in one section of a reliability trial to be held in October under the auspices of a Parisian sporting daily, and which is calculated to display the relative advantages of various modes of commercial transport. The contest will be of about a week's duration.

POPE RECEIVERS' JULY REPORT

Statement of Transactions During the Month Filed at Hartford—The Report in Detail.

Albert L. Pope and George A. Yule, receivers of the Pope Mfg. Co. in Connecticut, have filed with the clerk of the superior court at Hartford, their monthly statement for July. The report is as follows:

Balance in banks and cash in office June 30, 1908		$587,338.47
Cash Receipts for Month of July, 1908.		
Receipts from collection of accounts and notes receivable of Pope Mfg. Co.:		
Hartford accounts ...	$1,673.80	
Westfield accounts ...	503.66	
Hagerstown accts	197.91	
	$2,375.37	
Receipts from sales by receivers	99,227.16	
Receipts from deposits by customers, on orders for automobiles	5,270.00	
Interest received on notes receivable ...	1.50	
Rental from Thompsonville factory	100.00	
Returned insurance premiums	435.48	
Miscellaneous items of income	177.88	
Receipts from and for account of Receiver:		
In Mass., (Westfield factory)	$64.68	
In Md., (Hagerstown factory)	9,471.84	
In N. J.	438.19	
In Illinois	343.00	
Of Pope Motor Car Co. in Toledo, O...	3,455.37	
Of Pope Motor Car Co. in Indianapolis, Ind.	60.33	
Pope Mfg. Co. of California	237.50	
	$14,070.91	$121,658.30
		$708,996.77
Cash Disbursements for Month of July, 1908		
Refund of deposits received on miscellaneous orders		$1,643.51
Receivers' expenses and payments for purchases:		
Payrolls, factory and office	$30,337.23	
Miscellaneous and selling expenses ...	2,539.56	
Material and supplies	20,253.04	
Taxes	12,000.00	
Royalty on automobiles	11,742.00	
		$76,871.83
Receiver's fees:		
Albert L. Pope	$500.00	
George A. Yule	500.00	
		$1,000.00
Payments in settlement of accounts with:		
Receivers in Mass. (Westfield factory).	$1,038.37	
Receivers in Md., (Hagerstown fac.)..	1,772.58	
Receivers in N. J.....	130.62	
Receivers of P. M. C. Co., Toledo, O.....	114.93	
Receivers of P. M. C. Co., Indiana	61.64	
		$3,118.14
Funds transferred to receivers in N. J., as per order of superior court, Hartford county, July 21, 1908.	$300,000.00	$382,633.48
Balance in American Nat Bank	$324.098.49	
Balance in Phoenix Nat. Bank	1.55	
Balance cash in office.	2,263.25	
		$326,363.29
Accrued Liabilities of Receivers:		
For materials, supplies and miscellaneous expenses		$17,409.72
For payrolls, factory and office.		5,621.76
		$23,031.48
Balance due receivers of Pope Mfg. Co. and Pope Motor Car Co. in other districts		634.69
Accounts receivable from sales of receivers, June 30, 1908, per last report		$99,288.16
Sales of receivers for month of July, 1908		84.084.80
		$183,372.96
Less cash collections for month of July, 1908	$99,227.16	
Less deposits credited to accounts receivable, cash discounts and miscellaneous contra accounts ...	14,482.58	
		$113,709.74
		$69,663.22
Balances due from receivers of Pope Mfg. Co. in other districts and receivers of Pope Motor Car Co., for transfer of Merchandise and supplies, and advances for expenses		$4,671.48

Bigger Packages by Parcel Post.

The large use by the cycle trade of the parcel post gives an importance to a new regulation of the post office department extending the limits of size and weight on parcels between the United States and Great Britain. The concurrence of the postal administration of Great Britain having been obtained, acting Postmaster-General Grandfield has issued an order that, commencing August 15, there shall be admitted to the parcel post mails exchanged between the United States and Great Britain parcels without regard to the value of the contents which do not exceed 11 pounds or 5 kilograms in weight or measure more than 3 feet 6 inches in length and 6 feet in length and girth combined.

The postage rate applicable in the United States to parcels to Great Britain is 12 cents a pound or fraction of a pound, and in Great Britain to parcels for the United States for a parcel weighing not more than 3 pounds, 2s. 6d.; parcels between 3 and 7 pounds, 2s. 6d.; parcels between 7 and 9 pounds, 3s. 6d., and for parcels between 9 and 11 pounds, 4s. 6d.

Kokomo Pictures Its Factory.

The Kokomo Rubber Co. is sending to its friends artistically framed copies of a lithographic representation of its immense factory at Kokomo, Ind. The picture shows to what proportions this veteran concern has grown.

STANDARD RIM SUGGESTED

Experts' Selection of a Form for Motor Car Use that Holds an Interest for Motorcyclists.

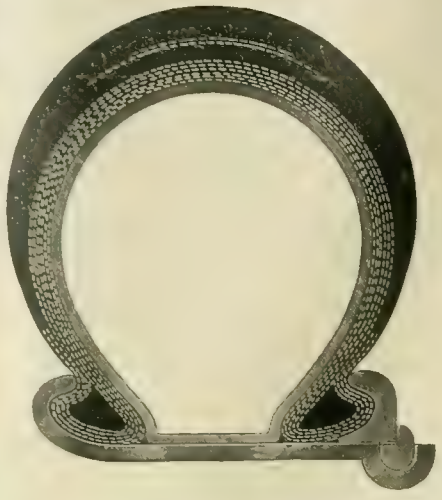
The motorcycle field having already been invaded by one popular form of quick detachable rim, considerable interest has been aroused in trade circles by the action of the committee of the automobile makers in uniting on a standard form for adoption by all the manufacturers. Whether the respective merits of the various types of motorcycle rims now on the market will ever be combined in one standard form which will be the equipment on all machines, as in the instance of the recommendation to the motor car makers, remains for the future to decide, as each of the present types has its strong adherents, but the decision of the tire and rim experts as to what standard form would seem to possess the greatest advantages has a distinct value to those concerned in motorcycle tire and rim problems, by reason of the fact that the strains and service on a motorcycle are closely akin to those on an automobile because of the relative speed and weight

In general construction the rim approved follows certain principles which already have been approved through direct service in other devices of the sort. The main section comprises the base or rim proper and the inner flange which is permanent. The outer flange is formed by a removable flange or ring, which is reversible, while this, in turn, is held in place by means of a second and locking ring. The latter is broken at one point in its circumference, while a tongue formed on its lower side, is arranged to interlock with a recess in the rim, by which it is secured from rotating about the latter and from springing out of position.

Two points of absolute novelty are to be found in the arrangement: One is the formation of the removable ring in such a way that in either of its two possible positions it forms an exact counterpart of the opposite flange without any break in its continuity. The second is the use of a locking ring which, instead of being of uniformly oval section, is recessed by the formation of a right-angled groove in its upper and inner side, in such a way as to permit the side ring to overlap it. In this way the latter is provided with a very broad seating on the rim, while the contrivance also assists in the retention of the locking ring.

The rim is universal in that it will accommodate any tire of standard dimensions of either the clincher or Dunlop types. As shown in the accompanying illustrations, the method of adaptation to these two constructions is made plain, as is the sectional shape of the rim itself and the removable flange and locking rings. For the accommodation of the Dunlop type, it will be observed that the outer flange is merely reversed and replaced, while the hollow of the permanent inner flange is adapted by the use of a special rubber filler ring.

In either position the removable flange is equally secure, and its method of manipulation is the same, so that there is no difficulty in changing from one to the other. The deflation of the tire permits the flange



STANDARD RIM AS USED FOR CLINCHER TIRES

ring to be pressed in until it clears the locking ring, thus allowing the latter to be removed so as to make the way clear for the taking off of the flange ring. When the latter has been slipped from the rim, the tire itself can follow quite as easily. The



STANDARD RIM AS USED FOR DUNLOP TIRES

putting on of a tire is a simple reversal of this process, the final inflation locking everything securely in position.

Motorcycle designers should take pains in locating the shut-offs to gasolene and oil piping to so arrange them that they are not likely to be opened accidentally through catching the clothing of the rider. It is merely a question of adaptation, and there should be no difficulty in avoiding what may become a source of endless annoyance to the owner.

REDUCING FREIGHT RATES

Hendee Gains a Victory for Motorcycle Producers and Agents—South and West Affected.

Manufacturers and agents throughout the country have occasion to rejoice in the victories won by Hendee Mfg. Co., of Springfield, Mass., in its fight for reduced freight rate classification on motorcycles. The rates charged by the railroads have up to this time been so high as to suggest the idea that the machines were regarded by the railway people as being in a class with dynamite bombs and nitro-glycerine in the difficulty of handling. The outrageous charges have been a heavy burden on the industry, and the material reductions which have been effected will mean a saving to practically everybody making, handling or buying motorcycles.

The subject of the proper freight classification was taken up by the Hendee company about two years ago, with the various classification committees governing the different sections of the country. Announcement is now made of a material reduction in Southern districts, the rate in the Southern States being reduced from three times the first class rate to one and a half times the first class rate, which cuts the charges just in two.

Pressure brought to bear on the Western Classification committee has resulted in the charge for motorcycles being reduced in its territory from three and a half times the first class rate to two and a half times the first class rate. The change applies in the territory west of the Mississippi River, but not to Pacific points. The reduction goes into effect just as soon as the railroads have the opportunity to file their revised rates and classifications with the Interstate Commerce Commission.

Grady Produces a Grip.

As a handle bar grip to meet the riders' demands for something that is neither sticky nor slippery, hot nor cold, too soft nor too hard, a new model is being offered to the trade by J. W. Grady & Co., of Worcester, Mass. That part of the grip which comes in contact with the hand is of a peculiar composition having red rubber as its base. Its "feel" is agreeably firm, with no trace of slipperiness, and yet yielding enough to appreciably decrease vibration. The grip is called the "Wear Well," and is finished with nickeled ferrule and tip. It is designed for either bicycle or motorcycle use.

Cox Off for the Coast.

J. F. Cox, manager of the bicycle department of the Pope Mfg. Co., has started on a Pacific coast trip. He will visit the trade generally and show the latest Pope bicycle models.

THE STANDARD OF THE WORLD

And We Can Prove It!

Conceded By All to be The Best
THERE'S A REASON

EXTRA! EXTRA!

Most Wonderful Record!

Perfect Score 1000 Points

NEW YORK-CHICAGO ENDURANCE CONTEST

made by a Novice with a Stock Machine—the kind that will get you there and bring you back.

The Kind You Will Eventually Buy
PROFIT BY OUR ADVICE

READING STANDARD COMPANY

Reading, Pa.



AJAX TIRES

are built to build a quality reputation. That is why they give overflowing measure of value for the money.

¶ They're built to build the trade of the man with enterprise to get in touch with us, too.

¶ Our proposition needs your name and address to come to you.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

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FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, AUGUST 15, 1908.

Waking Up the Dull Town.

It has often been pointed out that the successful cycle dealer must be quite as much a producer as a handler of business. In order to secure a profitable field for his efforts and keep alive the interest in his locality he must be an organizer. It follows equally as well that his profit depends largely upon the cash investment represented by his stock in trade. The great stumbling block to many a dealer who is very much alive to the needs of his situation is that of ignorance of the proper method to be pursued in arousing dormant interest in the bicycle, and of keeping it awake.

A remarkable instance of successful effort in this respect is recorded in the story of the meet at Westfield, New Jersey, on Saturday last. When by the aid of persistant efforts at publicity, through the newspapers and the various other channels known to the promoter, it is possible to draw fully half the population of a small town just to see a bicycle race—when no such events have been held in its vicinity for many years—and when by careful management the affair can be made to pass off smoothly and without unpleasant incidents of any sort, no one will deny that a degree of popular interest has been aroused that will prove of tremendous value to the trade.

It is one thing to know how to set about a campaign of the sort, and quite another to have the courage necessary to undertake it. It is easy enough to dream over ways of stimulating into activity that enthusiasm over the bicycle which nearly every small community at one time had, but it is not so easy to make an assertive move. Once the ball has been set in motion it gathers energy with every turn until it is surprising how easily it goes on. The Westfield meet has furnished a good example of what one live dealer may do in the way of helping business along, and it is to be hoped that other dealers who feel the need of "starting something" in their vicinities will follow the example with equal force.

The Motorcyclist and the Man.

It is odd how many men who would no more think of going into the lobby of a hotel and turning a few flip-flaps than they would of staying indoors on a fair summer's day and going out in a wet one, will lose the sense of self restraint once they get upon a motorcycle and exceed the practical speed limit of decency as well as the actual one of law. It is all due to the bland intoxication of the machine and its motion, beyond a doubt. But the sensation has long ago become so familiar to old riders and its recurrence is so frequent that there is small excuse for permitting it to get the mastery over the ordinary spirit of conventionality. With new riders the sense of freedom is so delicious that their exuberance may be pardoned perhaps, but only for a time.

Instead of regarding the motorcycle as a machine of ordinary utility, it too frequently happens that the rider considers its use a license to liberties which he otherwise would not think of taking. Hence, the open muffler nuisance, the rushing along narrow country roads at high speed, the frightening of pedestrians at street crossings in the towns, the reckless "cutting loose" of throttles on level streets, and the general air of independence which tends to make the motorcyclist what he is in the estimation of the non-motorcycling public.

What he is in their eyes, depends entirely upon himself and his actions. Reckless capers in front of foolish horses, boisterous antics when riding through small towns, impromtu speed trials, and other equally innocent and seemingly innocent amusements while insignificant in themselves, go to measure up a place for the motorcyclist in the public heart. Where there is habitual excess of a sort to be unpleasant to the outsider, there also is apt to follow a restriction equally unpleasant to the rider. Witness as a result of this, the speed laws, the open muffler ordinances, the disrepute of the motorcycle in certain quarters.

Plainly it is not the fault of the machine that such limits are placed upon its use. The cause is not far to seek, and in almost every community of riders, may be singled out by pointing the finger at one or two men who are habitually careless of the feelings of others once they are in the saddle. The remedy is not in combatting the restrictions, but in curbing the indecent spirit which brings them about. The motorcycle is a means of freedom from care and restraint, but it must not be permitted to act as a release from the common courtesies of life. If the better class of motorcyclists could but bring their erring brethren to see that being motorcyclists, they still are men, the popularity of the machine would encounter something less of resistance to its advancement.

Appealing to the Dollar Sense.

There is no getting beyond the power of figures. Where all other arguments fail in representing to a man the advantages which accrue from the use of the bicycle, his attention may be caught and focussed by appealing to that most vital of all his senses, the dollar sense. The low cost of bicycling has been advanced as an argument in its favor too many times to permit of any excuse being held up for its repetition on the score of novelty. At the same time, its very strength is such as to warrant frequent iteration of the money argument merely because it hits the prospective buyer right in the pocket which it is desired to reach.

A good illustration of the way in which the inherent economy of the bicycle may be turned to good account, is found in the pages of a race program published for use in connection with a recent meet. It is merely a plain unvarnished tale of how a man bought a new wheel for $50, used it for three years in going to and from his daily work, spent $12.55 on it in repairs and replacements, and then sold it for $23. It shows that in the three years a saving of $180 in car fare was effected, and $225 in time. The net saving on the use of the machine, all expenses included turns out to have been $365.45, the machine yielding a 700 per cent. return on the investment.

CORRESPONDENCE

About Fitting the Piston Rings.

Editor of the Bicycling World:

How are piston rings fitted which are bought of the makers and are supposed to be of the exact size required?

I bought a set of such rings from the makers and set to work to fit them. I got them in the grooves and covered them with oil to ease them in the cylinder. The piston fitted rather tight past the rings, but after it got about half way in it commenced to work very tight and by the time it was three-quarters in it was almost impossible to turn the cylinder. I commenced to take it off then and had a great job for about one hour, pulling and turning.

What is the trouble? I should think if the rings were part way in they would go all the way.

W. S., Jersey City, N. J.

[It is quite true that if the rings work freely part way up the cylinder they should not bind at a point higher up. Possibly in your case the rings do not work easily in the slots, and the cylinder may have been worn unevenly so that it is larger at the bottom than it is higher up in the bore. It is more likely that you lack the "knack" of putting on the cylinder. If in attempting this, the piston is canted to one side by even a very small amount, the sides of the rings instead of lying parallel to the bore of the cylinder will be at a small angle to it so that the edges bite into the walls. If at such a time, the cylinder is forced down, the tendency will be to jam the rings against the side of the slots, then to twist or roll them outward slightly, and finally to cause them either to break or cut into the wall surfaces. In putting on the cylinder, first see that the piston will go into it readily without the rings. Then see that the rings are a smooth, easy fit in the slots, and finally after lubricating both cylinder and piston, including both edges of the rings, replace the cylinder, taking care to have it absolutely straight over the piston. It should be no more difficult to slip the cylinder down into place when the rings are properly entered than it is to turn over the motor when it is in working order.]

Wehman Tells of Some Poor Roads.

Editor of the Bicycling World:

The writer took a trip over the Albany Post road last Sunday, and the condition of the roads between Ossining and Peekskill is very poor. Macadam roads are taking the place of former dirt roads and roads are being worked in at least five different places. Rocks and loose stones are scattered all over; besides the roads are filled in with loose dirt at least four or five inches deep. Between Peekskill and Fishkill village the roads are much better, yet they are not good roads.

By publishing this it might be of help to motorcyclists or automobilists who are planning to use these roads.

I do not think the roads will be in decent shape for at least a month.

H. J. WEHMAN Sec'y F. A. M.

Werner Seeks His Stolen Motorcycle.

Having failed to obtain any results from efforts to recover his Indian motor bicycle which was stolen on December 11th, 1907, A. T. Werner, of Los Angeles, Cal., has appealed to the Bicycling World to aid him in his search. Werner, who is a reader of this publication, has observed that announcements of stolen machines published in its columns frequently are followed by announcements of their recovery, due chiefly to the wide publicity obtained, hence his request for assistance, even at this late date.

The missing machine is described as a 1907 twin cylinder Indian; number 261. When stolen the motorcycle was equipped with 2½-inch G & J tires with Bailey treads; large size, tan Brooks saddle. A few of the cylinder flanges are broken off and the tank is dented on top where tandem attachment has hit it. The chain guard and muffler cut-out were missing when the machine was taken. Werner offers $100 reward for the capture of the thief and $50 for the recovery of the machine.

Motor Police Prove Efficient.

While motorcycle policemen are commonly employed for the purpose of enforcing traffic regulations in many cities, the city of Toledo, Ohio, uses its mounted force for general police work, in which the pursuit of violators of the speed laws is a mere incidental. Toledo has 11 police officers mounted on motorcycles, and the frequency with which they figure in the daily police news is very good evidence of the manner in which this number of officers can cover a city of two hundred thousand population. Last season only six motor cops were employed, but they proved so satisfactory that five more machines were placed in commission this spring. During the month of July these 11 officers attended to 578 complaints, and performed 199 errands which would ordinarily have required a horse mounted officer or a patrol wagon. This duty accounted for 5,324 miles of riding; nearly twice the distance between Toledo and San Francisco.

Testing Motorcycles for Police Use.

Residents on Greenlawn avenue, Columbus, O., were astonished on Friday, 7th inst., to see city officials in two big automobiles eating up the miles on that thoroughfare at the rate of at least 50 miles per hour. As if this open and official violation of the speed regulations were not sufficient, the automobiles actually were racing with two Thor motorcycles, one ridden by J. G. de Gruchy, a local dealer in automobiles, motorcycles and bicycles, while Alfred Castle rode the other. The superior performances of the two-wheeled machines was so satisfactory to the officials that after the contests were over the two were purchased for the use of the police department, to be employed in holding automobilists to an obsrvance of the speed law.

COMING EVENTS

August 15, Hamilton, Ont.—Hamilton Y. M. C. A. bicycle race meet, sanctioned by C. W. A.

August 22, Richmond, Ind.—Richmond Bicycle Dealers' Association's 16½ miles handicap road race; open.

August 30, Baltimore, Md.—Curbstone Wheelmen's 10 miles handicap road race, Mace's avenue course.

September 7, Milwaukee, Wis.—25 miles handicap road race, open.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

September 11, Springfield, Mass.—Two motorcycle events at Wilbraham mountain hill climb.

Buffalo to Check Overspeeding.

Motorcyclists in the vicinity of Buffalo, N. Y., have become so flagrant in the abuse of the traffic regulations, that the chief of police has issued special orders to restrain the high speed tendencies of the riders. To enable the traffic police to carry out the order several of the officers will use motorcycles and instructions have been given that no leniency is to be shown to men who fail to observe the speed limit.

Doing Business on a Motorcycle.

John W. Sweeney, a traveling man from Chicago, has been utilizing a motorcycle for the purpose of calling on his trade. His first trip was to Louisville, Ky., and intermediate points, which was made at a small expense for repairs, and a big gain in physical enjoyment. He averaged 150 miles a day, and says the motorcycle suits him better than any other means.

Aurora to Bleed the Motorcyclists.

Once again have motorcyclists been singled out by municipal authorities as objects of special legislation for the purpose of taxation. The Aldermen of Aurora, Ill., have passed an ordinance requiring motorcyclists to take out local, or city, licenses, to carry a license number which shall be displayed in a conspicuous place on every machine, and to carry a light between sunset and sunrise.

Pittsburg's Big Bicycle Registration.

In Pittsburg, Pa., where bicyclists are required to obtain licenses for their wheels, 3,000 machines have been registered so far in 1908. The number of licenses taken out by the wheelmen this summer is in excess of the number applied for in any summer of the past six years.

FRISCO GIVES BETTS A STAG

Motorcycle Club Emulates Los Angeles in Entertaining Eastern Visitor—Interesting After Dinner Speeches.

San Francisco, Aug. 8.—Like Los Angeles, San Francisco, that is, the San Francisco Motorcycle Club, did not permit the presence in this city of R. G. Betts, the five-term president of the F. A. M., to escape unnoticed. While it was known that he was coming this way and the club was anxious to do him some honor, he arrived unheralded Monday afternoon. Despite the short space of time intervening, the dinner tendered Mr. Betts in the college room of the Bismark Thursday night was so well attended that it demonstrated that the club knows how to "get a move on" when occasion requires. More than 70 seats at the two long tables were occupied. It was strictly a "stag" affair.

All the addresses were of an informal nature. Among those who spoke were Messrs. Starrett, Hollo, Hopkins, Collins, Paxton and Strauss, and, as a matter of course, the guest of the evening.

Mr. Betts did not overlook the California climate, without reference to which subject no address is complete. He said that while he had encountered several varieties of it and the San Francisco article had reminded him of December in New York—it had been quite cool here for several days—he had found the hospitality to be uniformly of the warm hearted type that would cause him to carry home delightful memories of his visit to the coast. He told the boys that by the measure of home rule outlined by the F. A. M. plan of government it was up to them to make the most of their opportunities—that it was possible for the Pacific District to do all that had been done in the East, or more. He pointed out that the exemption of motorcycles from the fees and tags and fines of the California automobile law was due to the organization and, later, in response to the suggestion of one of the speakers that motor bicycles were automobiles, he warned those present to go slowly in that regard. He said that while it might be true that motor bicycles were motor vehicles, it was as undeniable that they were bicycles as defined by the dictionaries. Sooner or later, he added, it would become necessary to define their exact status; this is the big question that looms on the horizon and is one with which the F. A. M. ultimately must deal. It is of vital and far reaching importance to every motorcyclist and it would be well not to create undesirable precedents or to embarrass the situation when it is possible to avoid it, as for many reasons, it were better that motorcycles be placed in the category with bicycles.

Mr. Betts gave the club some other good advice or suggestion and pointed out the advantages of the new F. A. M. membership clause creating club affiliations and waiving the initiation fee for all members of such affiliated clubs. Mr. Betts's words were followed closely and are likely to prove of good effect. Among other things, it is not improbable that the San Francisco Motorcycle Club, and also the newly formed Oakland club both may become affiliated clubs.

In his remarks Mr. Hopkins told how the clause exempting motorcycles had been placed in the automobile law, and of the part the F. A. M. had played in effecting this. He also seconded Mr. Betts's advice that nothing be done to create undesirable precedents and recalled how several years ago the ferries hereabouts exacted a toll of 50 cents for motorcycles—the same as was charged for automobiles. He related how the old San Francisco Motorcycle Club had unsuccessfully tried to reduce the amount, and said that it was not until the ferry people were made to understand that the National organization, the F. A. M., had interested itself in the matter that they became tractable and soon after placed motorcycles on the same basis as pedal pushed bicycles. It was a revokable privilege, however, Hopkins added, and he hoped nothing would be done to abuse or endanger it. Hopkins also recalled that there was one motorcyclist in the East who did not forget the club in the hour of San Francisco's memorable affliction. Immediately after the



Scene at the Al Fresco Banquet Given by the Los Angeles Motorcycle Club, in Honor of R. G. Betts, former President of the Federation of American Motorcyclists. Mr. Betts is shown in the center of the picture, with Mrs. Betts seated at his right.

big fire there had come from him a check for $25 with the request that it be used for the club or for any member who might need it. The man who sent the check, he said, was the then president of the F. A. M.—the guest of the present occasion.

After adjournment most of the members were presented to Mr. Betts personally by President Collins.

Globe Girdler Arrives at Des Moines.

Without the companion who started with him from the Fatherland, Robert Hellmich, the German globe girdler has arrived in Des Moines, Iowa. As told in the Bicycling World several weeks ago, Hellmich and one W. G. Wildow, both of Berlin, and members of the German Wheelmen's Club, left New York on a bicycle tour of the world on June 14th last. They announced that they were to ride their bicycles from New York to Paris and accomplish the trip in two years. As a reward for the journey they were to receive a purse of $2,500 if they reached the French capital within the given time. Wildow abandoned the task before reaching Chicago and in that city Hellmich was joined by a local rider, Henry Fisher, who volunteered to take Wildow's place. Fisher is still riding and arrived with Hellmich in the Iowa city.

They will go from San Francisco by boat to Alaska, whence they will proceed on their bicycles through Siberia and Russia, Germany and into Paris. Each man carries 35 pounds of baggage, consisting of extra clothing, tires and other equipment. They ride American made wheels.

Troy Motorcycle Club Organizes.

Motorcyclists resident in Troy, N. Y., and the vicinity held an enthusiastic meeting in the store of E. H. Brunelle, in that city, Friday evening, 7th inst., and organized the Troy Motorcycle Club. Fifteen charter members were present. Officers elected were: President, Jesse B. Wilbur; vic-president, E. H. Brunnelle; secretary and treasurer, E. H. Barrett; road captain, William Jordan.

New Club to Awaken North Omaha.

Twenty charter members were enrolled at a meeting held Monday night, 10th inst., to organize the North Omaha Bicycle Club, of North Omaha, Neb., L. Smith was elected manager and captain; C. M. Johnson, secretary and treasurer; and Ray Hall, M. Hooper and Earl Srives, directors. The club aims at a thorough revival of cycling and will promote road racing and tours.

Cycle Races in a Church.

The craze for bicycle racing has invaded Jamesville, Wis., where it has just been discovered that some naughty boys have been pulling off speed contests in the Sunday School room of the Baptist church. Some of the trustees recently happened in and found all the chairs piled in the middle of the large room, and races going on in the most approved professional fashion.

COLLINS CAPTURES BIG RACE

Lynn Rider Breaks in on MacLean's Long Winning Streak—Tom Connolly Takes Two Amateur Events.

At last a break has been made in Hugh MacLean's winning streak. Elmer Collins put a period to the Chelsea rider's long string of consecutive victories by winning the 25 miles motor paced race on the Revere Beach track Saturday night, 8th inst. The Lynn boy left John Bedell a mile behind in second place at the finish. He rode like a whirlwind and proved himself liable to trim any of the riders in the pace following game. Until the 21st mile the contest between Collins and MacLean was a splendid one, but Bedell made an emphatically poor showing, excusable by the fact that rainy weather had robbed him of necessary training. MacLean's pacing machine went wrong in the 21st mile, and as Collins had taken the Chelsea man's spare motor, there was nothing for him to do but retire. After that Collins had an easy time with Bedell.

The race was marked by a number of accidents, though none was more serious than that which compelled MacLean's retirement. Bedell drew the pole and MacLean got the outside in drawing for position. The start was a flying one and when the trio got the gun they were a length apart. By a well calculated jump in the first lap Collins passed Bedell, who was in the lead and ridnig so slowly that MacLean, from third position, passed him at the half mile. Collins cut out a terrific pace from the start and opened a gap of about a quarter of a lap on MacLean. Both riders had lapped Bedell at three miles.

Collins was leading the champion by half a lap when his rear tire punctured on the first lap of the seventh mile. He changed wheels and, under the rules, got into the running again without loss of position or distance. At 10 miles he continued in the lead, his time for the distance being 14 minutes 35⅖ seconds, which was remarkably fast going. He was booked for another and more discouraging accident, however, for while going around Bedell at a red hot clip in the 13th mile, he was switched on the bank, lost his pace and was passed by MacLean, to whom he lost practically a lap. After regaining his pace the Lynn boy settled down to giving MacLean work worthy of the champion's mettle. The 17th mile brought Collins to grief again, his saddle collapsing and making necessary another change of wheels, which was made as in the previous similar instance without loss of distance.

Then it came MacLean's turn to suffer. He was going great guns to get a lap on Collins and the Lynn boy was burning the boards in his determination not to be lapped. As to poor Bedell, both of the others had put enough rings around him to make him feel dizzy, and yet he was destined to finish second, for in the 21st mile the rear tire of MacLean's motor popped and there was no other pace at command. After his retirement Collins rode as he pleased and finished nine laps ahead of Bedell in 37:23⅘. The race as a whole was one of the best of the present season at Revere Beach, and despite MacLean's popularity and the sympathy for Bedell, the Lynn boy's victory was a popular one.

Six good heats marked the one mile handicap for amateurs. The men were allotted their handicaps but instead of riding in heats, thre or four to qualify the field was broken into individual heats between men with the same handicaps, the winner of the quarter mile dash to qualify for the mile final. T. Connolly, Hayes, Helander, Farran, Goodrich and Cullen qualified. Connolly from scratch won in a handy manner, Goodrich (70 yards) second; Helander (45 yards) third. Time, 2:09.

Mile prizes were offered in the five miles open amateur. Bussey scored the first, Stillman the second, Farren the third and C. Connolly the fourth. Ten men got the gun for the last mile. The field held together to the last quarter, when T. Connolly beat Bussey for first by less than a length. Hayes was a good third. Time, 12:24⅕. The summaries:

One mile handicap, amateur—Won by T. Connolly (scratch); second, Goodrich (70); third, Helander (45). Time, 2:09.

Five miles open, amateur—Won by T. Connolly; second, Busey; third, Hayes. Time, 12:24⅕.

Twenty-five miles motor paced, professional—Won by Elmer Collins, Lynn; second, John Bedell, Lyndbrook, L. I.; Hugh MacLean retired in 21st mile on account of punctured tire on motor. Time, 37:23⅘.

Barber Wins Place and Time Prizes.

Things were cleaned up by Rex Barber, of Grand Junction, in the eleventh annual bicycle road race between Basalt and Glenwood Springs, Colorado, when he won both time and distance prizes in the handicap, starting from scratch. His time for the distance of 23 miles was 1 hour 15 minutes 50 seconds, and he overtook riders who had been given as much as 18 minutes handicap. The course, for the most part, was in fair shape, but there were a few mud holes along the line that necessitated slow going, and which it is believed prevented Barber from breaking the existing time record standing at 1:11:18.

Two special prizes, a time and a place award, were offered, and of the 14 riders who set out on the grind of Sunday August 2, all but two finished. Time winners were as follows: First, Rex Barber; second, Len Kennedy; third, C. A. Brown; fourth, Jeffrey Joy; fifth, J. S. Zuzpensis.

Place winners were: First, Barber (scratch); second, F. Joy (18); third, L. Kennedy (6); fourth, C. A. Browning (5). Time. 1:15:50.

RACES AWAKEN UNION COUNTY

Half of Westfield's Population Attends Successful Road Meet—Band Concert and Addresses in the Evening.

Without doubt one of the most successful race meets and bicycle gatherings held in America in at least five years, occurred in Westfield, N. J., within one hour's ride from New York City, on Saturday last, 8th inst. It was conspicuous and notable not only because of the successful racing involved, but because the occasion as a whole affords a splendid object lesson for dealers in other parts of the country "who would, but do not dare."

Westfield is one of the well known New Jersey suburban towns, a place where bicycling interest formerly held a high place, but where it has been allowed to die out for nothing more or less than lack of events to keep the public enthusiasm warm. Recently W. H. Quackenbush, the bicycle dealer there, "found himself," so to speak. He wanted to see if bicycling interest in Union county is as keen as it ever was, and he decided to do it in a manner which would leave no room for question. Quackenbush unmistakably learned that it is. When in a town of 7,000 inhabitants, more than 2,500 go out to see a bicycle race, and more than 3,000 stand in an open lot at night to listen to a band concert inerspersed with addresses on bicycling subjects, it is pretty good evidence that their interest is worth cultivating.

For the benefit of other dealers "who would, but do not dare," Quackenbush's method may be told in a few words. When he decided that Westfield needed an awakening, and that a bicycle race was the means to accomplish it, he opened a systematic campaign of publicity. Twenty-two manufacturers were appealed to for prizes, of whom only four failed to respond. The donations ran the gamut from two bicycles, given respectively, by the Pierce Cycle Co., and F. A. Baker & Co., to a half dozen wrenches donated by Billings & Spencer, the total aggregating in value more than $200. After enlisting the co-operation of the Mayor and Chief of Police of Westfield, and securing a course that finished directly in the city, Quackenbush began a campaign of publicity in Union county papers, with amazing results. It was not thought there were more than a half dozen bicycle riders in Union county, but after the blanks were out and the list of prizes became known, the results became apparent. Riders who had not had their machines out for years began training and on the day of the race 31 determined riders showed up at the course.

But the energetic dealer did not stop there. He wanted to make the occasion one to be remembered in Union county's sporting annals, so he decided to give a band concert at night to wind up the festivities; and to further enthuse the people he arranged for several prominent New York cycling lights to go out to Westfield and talk bicycles and bicycling to them from the illuminated bandstand. That is the way Quackenbush went about it, and the plan offers suggestions for others. And now for the story of the meet.

At 3 o'clock on Saturday afternoon, the time for the start of the one mile championship of Union county, Mountain avenue held more people than ever before in its history. The Chief of Police had furnished five uniformed officers to keep the road clear, but so dense was the crowd that he had to swear in a half dozen deputies. The mile championship was run in three trial heats, with three riders in each to qualify for the final, and as they were all straightaway heats, the time made was remarkably fast, three riders tying in setting up new American records for the road at this distance. The first heat went to Sherman C. Haberle, of Plainfield, who beat Louis Surman, of Elizabeth, by a scant half wheel. Harry Embleton, the Westfield crack, was a close third. In the second heat R. L. Guthridge, of Scotch Plains, outsprinted George B. Adams, Plainfield, in the final dash, and George Lazze, of Union got third. The third heat went to Henri Surman, the Elizabeth road crack. Wallington Smith, the old Irvington-Millburn time prize winner was second, and R. Mantz, of Plainfield, finished third.

A remarkable feature of the heats was that each was ridden in the same time—2 minutes 2 seconds—breaking the road record for the distance. There naturally was considerable jockeying in the final heat, but the final sprint was exciting, as the entire nine finished so close together that an ordinary horse blanket would have covered the bunch. Haberle, of Plainfield, proved that he has the makings of a fast rider, when he defeated Wally Smith and Henri Surman in this order. Guthridge was fourth, Mantz fifth, Adams sixth, Louis Surman seventh, Lazze eighth, and Embleton ninth.

As the ten miles handicap road race was run over a mile stretch of splendid road, requiring the riders to pass the starting point five times, the crowd was able to see the race practically from start to finish. The enthusiasm was high, and Embleton, Delnero and Tobin, the local representative, got a big hand each time they came around the course.

Lazze, Vanderveer, and Simon, the limit men, who had five minutes, were the first to reach the mile turn and this trio finished two miles bunched, with Hoffman, of Plainfield, in fourth position, riding alone. Delnero broke a chain at the start and John Brown, a big Plainfield negro, shipped a pedal before he got going. The position of the leaders was unchanged at four miles, but at six miles little Lazze had nosed out a lead, and Simon had shaken Vanderveer, who picked up Delnero. It was in this lap that Wally Smith and Eugene Battaille, the two scratch men who were looked upon as likely time prize winners, punctured and they were forced to change bicycles.

At eight miles Lazze was away in front, with Simon, Vandervee and Delnero bunched behind. The last named, however, quit the next time around. Lazze, who is a business-like fair-haired little chap rode his best in the last two miles and finished with a sprint that brought a volume of cheers from the spectators. Vanderveer, the Cranford negro patriarch, and Simon had a hard sprint for second place, but Cranford got the honors. In Vanderveer's 15 years of riding this was the first time he ever won a prize. The rest of the riders followed in quick succession.

The most exciting sprint of the day was between Adams and Guthridge. It was so close that the judges had difficulty in deciding, but Adams got the decision by a one-inch margin. Louis Surman paced his brother Henri up for the finish, and the latter won the first time prize in 27:08, which is very fast, considering that the riders had to turn nine times. Eugene Battaille beat Wally Smith by one second for second time prize, and Harberle, the other scratch man was fourth, in point of time.

After the officials had worked out the winners and had "punished" a royal supper furnished by Quackenbush, they found more than 3,000 persons crowded around the illuminated bandstand, waiting for the speechmaking and music to begin.

President Adee was the first speaker and with a few well chosen remarks he complimented the winners of the races and presented the prizes. When he gave Henri Surman the Crawford bicycle for time prize he caused the crowd to laugh by announcing that next year the Elizabeth rider intended to enter his three sons in the races.

John W. Gluck, of the New York Republican campaign committee, formerly of Westfield, was the chief speaker of the evening. As Mr. Gluck has been identified with sport for the last fifteen years, and for two years rode on the English Raleigh team, he was well qualified to speak on bicycling. He told the Westfield people that there is no better advertisement for any city than the bicycle, and he hoped the people would get together and form a club, that would start a return of inter-city social relations, so enjoyable in the hey-day of the sport.

"As a national issue the bicycle is so important a factor in the health of the country that I wonder that it has been allowed to be overlooked," said Mr. Gluck. "If more people would get out their bicycles, and see God's country, instead of remaining stuffed in four or five cubby holes, they would better appreciate the greatness of this land, and America would breed stronger and better manhood and womanhood. As a vehicle of utility the bicycle is without a peer. The automobile has four speeds forward and one reverse; the bicycle has one thousand speeds forward and there is no retrogression."

Chairman R. F. Kelsey, of the National Cycling Association's board of control,

spoke on "Racing as a Sport." He gave some interesting experiences connected with racing, including some anecdotes of the peerless Arthur A. Zimmerman. Secretary Thomas of the Century Road Club Association and President Morrison of the Edgecombe Wheelmen, also made remarks.

Following is the summary of the races:

One mile championship of Union county—First heat won by S. C. Haberle, Plainfield; second, Louis Surman, Elizabeth; third, Harry Embleton, Westfield. Time, 2:02. Second heat won by R. L. Guthridge, Scotch Plains; second, George B. Adams, Plainfield; third, George Lazze, Union. Time, 2:02. Third heat won by Henri Surman, Elizabeth; second, Wallington Smith, Union; third, R. Mantz, Plainfield. Time, 2.02. Final heat won by Harberle; second, Smith; third, H. Surman; fourth, Guthridge. Time, 2:11.

Ten miles handicap road race:

Pos.	Name and Residence.	Min. Hdcp.	M. S. Time.
1	Geo. Lazze, Union	5	28:07
2	C. Vanderveere, Cranford	5	28:49
3	George Simon, Plainfield	5	30:13
4	Eddie Randolph, Rahway	3	28:14
5	R. Mantz, Plainfield	3	28:25
6	Roy Condon, Rahway	3	28:28
7	Harry Embleton, Westfield	4	29:50
8	John Tobin, Westfield	4	30:11
9	I. D. Hoffman, Plainfield	5	31:47
10	Wm. Campbell, Plainfield	4	30:49
11	J. C. Crowell, Plainfield	3	29:50
12	Geo. B. Adams, Plainfield	1	27:52
13	R. L. Guthridge, Scotch Pls.	2	30:07
14	Harry Hook, Plainfield	2	30:08
15	Joseph Todd, Plainfield	1	28:07
16	Louis Surman, Elizabeth	1	28:07
17	Henri Surman, Elizabeth	stch	27:08
18	E. Bataille, Union	stch	27:37
19	Walley Smith, Union	stch	27:38
20	S. C. Haberle, Plainfield	stch	27:40
21	M. Hinton, Plainfield	4	32:42
22	Paul Coleman, Plainfield	3	31:44

Time Prize Winners.

1	Henri Surman, Elizabeth	stch	27:08
2	Eugene Battaile, Union	stch	27:37
3	Walley Smith, Union	stch	27:38
4	S. C. Haberle, Plainfield	stch	27:40

Mileage Leaders in C. R. C. A.

In the mileage competition of the Century Road Club Association there has been no change during the past few weeks in the relative positions of the leaders. S. Segal of New York City retains his hold on first position, with J. E. Fee, of Pittsfield, Mass., a close second. The other four leaders in a list of something over 100 competitors, are, in order, E. States, Brooklyn, N. Y.; J. A. Olsen, Brooklyn, N. Y.; Nic Kind, New York; R. A. Van Dyke, New York.

Canadian Rivals in Match Race.

Clifford McKay, of London, Ont., and William Martin, of the Underwood Athletic Club, Toronto, are keen in rivalry as fast riders, and a match race of 15 miles was arranged between the two for Friday evening, 7th inst. It was a sequel to a race held by the Underwoods two weeks previous, when McKay, with a handicap of 30 seconds, beat Martin by 15 seconds. The match race was run on the Danforth road, near Toronto and McKay won in 47:25.

BUFFALO HOLDS A RACE MEET

Mile Novice Event Close—Headlong Pace Set in Five Miles Handicap—Schudt Wins City Championship.

A fair crowd gathered at Columbia Park, Buffalo, on Sunday last, to see the bicycle races run by the Buffalo Racing Cyclists "Union" on a half mile horse track that was not in the best of condition. The mile novice, with which the card was started, was run in two heats and a final. In the latter the finish was very close, Joe Zeller getting over the line only about half a wheel ahead of George Howe, while George Hoctor came third. The first heat of the one mile "city championship" went to Tony Burke, with Fred Schudt and R. J. Hoover second and third. The trio in the second heat were J. Newlands, J. Stauber and J. M. Tanner, while in the third heat the first three consisted of J. B. Devine, George Keipper and H. Young. In the second heat only the first three qualified, it being the fastest, the first two in the slower heats being allowed in the final, which was paced by Hoover brothers on a tandem. The machine pulled the bunch till the last quarter, when Schudt started a brilliant sprint which he sustained to the finish. Newlands hugged him and got second, and Tanner third.

The five miles handicap was a headlong pace from the crack of the pistol, and the scratch men almost had reason to give up hope of getting the long markers, who rode their heads off and did not seem to tire. Schudt, one of the scratch men, was left behind at 2½ miles, and it was not until the fourth mile that the leaders let up sufficiently to give the other scratch men a chance to catch them and bunch up for the finish. Al Mercer, 125 yards, was fresh enough to make a final sprint that landed him in front, while Tony Burke and Tanner, both from scratch, got second and third. Ed Dethloff, 125 yards, finished fourth.

The tandem race was the first seen in Buffalo for many years, and was one of the most interesting features of the program. In addition to its being a rejuvenation of tandem racing, novelty was added to the contest by the fact that each of the three competing teams was composed of two brothers, the Tanner brothers, the Keipper brothers and the Hoover brothers being the contestants, finishing in the order named.

The summaries are as follows:

One mile novice—Won by Joe Zoeller; second, George Howe; third, George Hoctor. Time, 2:54⅖.

One mile championship—Won by Fred Schudt; second, J. Newlands; third, J. M. Tanner. Time, 2:20⅗.

Exhibition, two miles motorcycle, by Parker. Time, 2:50⅖.

Five miles handicap—Won by Al Mercer; second, Tony Burke; third, J. M. Tanner; fourth, Ed Dethloff. Time, 12:10⅖.

Two miles tandem race—Won by Tanner brothers; second, Keipper brothers; third, Hoover brothers. Time, 4:59⅘.

Doings of the Cyclists' Congress.

At the recent International Congress of the Cyclists' Union, held at Leipzig, it was decided to definitely settle at the next Paris congress, which will be held on February 13, 1909, the question of competing again in the Olympian games. In view of the fact that the National Cycling Union considers these games nothing more than a copy of the Championats du Monde, it will be proposed at Paris that the federations of this body shall not participate in the Olympiad.

Delegates representing the United States, England, France, Belgium, Germany, Spain, Portugal, Italy, Greece, Switzerland, Denmark, and Australia, were present, and among other plans, it was decided to hold over the study of possible modifications of the rules until 1909. This particularly concerns the Saltonstall International Challenge Trophy, offered for the victorious federations in the Championnats du Monde. Secretary Rousseau went into the situation of the Scotch and Irish racers, to whom the National Cycling Association refused to grant licenses, mentioning the case of Reynolds, who was forbidden to ride at the opening of the present season. Mr. T .W. Britten explained this refusal by declaring that the association governed English racers only and that its federation did not wish to take up the control of riders from Scotland and Ireland. It was agreed, nevertheless, that the office of the U. C. I. might deliver licenses to the latter racers if they again made application.

Belgium's proposal for an investigation into the cycling situation in Holland was voted on and it was regretted that this nation was not represented. At the suggestion of Verland of Germany, it was agreed that the Velodrome of Spandan, which has not yet paid for a race meet sanction, should be outlawed until further notice.

Arrangements were made to have the chronological world's championship records sent to the secretary of the U. C. I. and that the winners of the championships should receive individual shields of honor. The 1909 meeting was scheduled to take place at Copenhagen on July 15.

New Date for Double Century Run.

Owing to the unkind attentions of the weather man, the double-century run of the Century Road Club of America, which was scheduled for last Sunday, was postponed for one week. The moonlight century which was to have preceded the event, however, was run off with good success, about 40 riders qualifying for the survivors' medals out of the 70 starters. The route included Coney Island, Richmond Hill, Freeport, Amityville, Hicksville, Massapequa, Hempstead, Valley Stream and Bedford Rest.

COLLINS BEATS ROOT AND MORAN

Perfect Pace Following in Star Event at Newark—Hill Takes Amateur Honors by Cleverly Won Race.

Fresh from his victory last week over the long indomitable Hugh MacLean on the Revere Beach track, Elmer Collins gave the Newark fans a splendid example of pace following at the Velodrome on Wednesday night, 12th inst. It was in a 25 miles championship event in which he defeated Eddie Root, of Melrose, Mass., and James F. Moran of Chelsea. The race was an exceptionally interesting one, as neither rider lost his pace once during the entire 25 miles. Moran took a spill while rounding the curve on the backstretch in the 15th mile, but he pluckily remounted his wheel and finished the race one mile and four laps behind the winner. Moran was putting up a good race until he fell, and would no doubt have given the others a hard fight had he not met with an accident. Moran seemed to be getting stronger every mile, and when Derosier, his pace maker, put on extra speed, the roller on the motorcycle dropped, Moran's front wheel touching the roller and throwing him. He was picked up by track assistants, remounted his wheel, and started in the race again, although ten laps behind. Collins was paced by Charley Turville, while "Sunny" Briggs acted as pacemaker for Root.

There was plenty to the Australian pursuit race, with Williams on scratch, Ashurst at 73 yards, Rupprecht on the 146 yards mark and Halgin at 219 yards. The pace set was too hot for Ashurst and Halgin, who were put out of the race early, leaving Rupprecht and Williams to fight it out. After the fifth mile Williams gradually caught up to the Newarker, and by a clever sprint, he managed to get by Rupprecht at the first lap after the sixth mile. Stein displayed considerable speed in the handicap and crossed the tape a half length ahead of Jerome Steinert, who had a handicap of 25 yards. Jake Magin, of the National Turn Verein, got third place, being close to Steinert.

Hill's victory in the open was a clever bit of work. There were 20 competitors in the race, but Hill proved to be the speediest of the lot and finished fully a length in front of Oscar Goerke, who, in turn, outrode Adam Beyerman, who got third position. Hill also won the prize offered for the winner of the most laps, leading the other riders across the tape on 16 occasions. The summaries:

Half mile handicap, amateur—Won by Charles H. Stein, Irish-American A. C. (10); second, Jerome Steinert, Hicksville, L. I. (25); third, Jacob Magin, National Turn Verein (30). Time, 0:57⅘.

Australian pursuit race, professional—Won by Saxon Williams, Salt Lake City; second, Edward Rupprecht, Newark; third, Joseph Magin, Newark; fourth, Alfred Ashurst, Newark. Time, 14:25. Distance, 6 miles, 1 lap.

Twenty-five miles, motor paced—Won by Elmer Collins, Boston, paced by Charles Turville; second, Edward F. Root, Melrose, Mass., paced by "Sunny" Briggs; third, James F. Moran, Chelsea, Mass., paced by Jacob Derosier. Time, 39:43⅘.

Five miles open, amateur—Won by Fred Hill, Armory A. A., Boston; second Oscar Goerke, National A. C.; third, Adam Beyerman, New York. Time, 11:38⅗. Winner of lap prize, Fred Hill, 16.

One Man Wins Three Championships.

At Waco, Texas, on August 5th, the three State championships at distances of one-half, one and two miles, were won with ease by Ernest Schliepake, who also captured the one motorcycle event of the afternoon, a State championship at two miles. The meet was promoted by C. J. Cortines, representing the Racycle factory. There were no less than 60 starters in the various events.

Walter Curry got away with a couple of third places and youthful Leland Breckenridge carried off the palm in the midget class for 12-years-olds and under, much to the amusement of more seasoned riders. For this victory, he received a book of soda water coupons, and provided drinking does not interfere with his training, he ought to have a fine time treating the girls.

The summaries:

Half-mile novice, amateur—Won by Walter Curry; second, Frank Breckenridge; third, Louis Clark. Time, 1:14.

One mile State championship, open—Won by Ernest Schliepake; second, Ed Hasha; third, Walter Curry. Time, 2:32½.

Quarter-mile, boys under 12 years—Won by Leland Breckenridge; second, Bira Adams; third, Sinclair Cortines. Time, 0:49⅕.

Half-mile, boys under 18 years—Won by Louis Clark; second, Wilmer Richards; third, Ed Hasha.

Two miles State Championship handicap—Won by Ernest Schliepake (scratch); second Ola Haverson; third, Walter Curry (scratch). Time, 5:04⅕.

Half-mile, boys under 16 years—Won by Claude Caldwell; second, Arthur Wade; third, Marshall Newman.

Two miles motorcycle State championship—Won by Ernest Schliepake 2¼ Indian; second, James Stout, 3 R-S. Time, 3:13⅕.

Half-mile, State championship, open—Won by Ernest Schliepake; second, Walter Curry; third, Louis Clark. Time, 1:09.

Odd Effects of a Collision.

An accident with an unusual result occurred in Buffalo last week when a boy riding a bicycle ran into a buggy. The outcome of the collision was in shearing off the buggy wheel, but, strange to relate, the bicycle was not damaged. The bicycle rider was thrown to the pavement with considerable force, but was not injured.

KREBS WINS BY TERRIFIC SPRINT

"Flying Dutchman" Shows Newark Sensational Racing—Rupprecht and Anderson Win Tandem Handicap.

One of the most exciting sprints of the season marked the close of the ten-mile professional open race at the Newark Velodrome on Sunday, 9th inst., Floyd Krebs winning the event by half a wheel from John Bedell, with Walter Bardgett third. Both of these riders were outgeneraled as well as outpedaled by the "Flying Dutchman." The race was full of excitement caused by the sprinting after lap prizes, and it proved unfortunate for both Kramer and Fogler, the first named having to retire in the fifth mile because of a punctured tire on his rear wheel, while the blonde Brooklynite got his in the front tire after passing the half in the ninth mile. Shortly afterwards Eddie Rupprecht unwound a sprint in a sensational effort to gain a lap, and had made up half the distance before the others went after him. Young "Whitey" Ashurst was the man to pull the others up to Rupprecht, but the sprint had dire results. It was maintained for five laps, and it killed off a group of eight men, including Rupprecht himself, who did not have the strength to last to the finish; Jimmy Moran, who many thought would figure in the money, and little Frank Caldwell, one of the prominent riders of a few years ago, who have returned to the sport after an absence of four years. He was holding his own with the others until the fatal sprint.

When this wild sprint was finished there were three laps of the race to go, and five men were in out of the fifteen starters. Those remaining were John Bedell, Krebs, Bardgett, Tommy Smith and Charley Schlee. The next two laps were employed in a shifing for positions, with the real tussle coming in the final circuit. Bedell was leading at the bell, with Krebs on his wheel, and Bardgett, Smith and Schlee all close up in order. This was the way they swung around the first curve and through the backstretch, all going for dear life. Rounding into the homestretch Bedell appeared to have the race won. Bardgett, who had been figured on as a likely winner, was practically all in, as he could not gain an inch, while Krebs, it was thought, would be content with second place. It was just here, though that the wise ones were wrong. "Herr Florian" had a card that had not been played, and about the middle of the homestretch showed his hand. It was a quick jump which brought him to Bedell's pedals, and another and he was at Bedell's forks, while the final effort made within the last yard sent Krebs's wheel over the line first by a scant two inches. Bardgett had come high on the bank, but he could not hold Krebs, though he finished third a couple of lengths ahead of Schlee, who was a

better stayer than Smith and got fourth.

The professional tandem handicap at two miles was another event to keep the fans excitedly guessing, and it was a corker. Six teams started, with Kramer and Fogler on scratch. Krebs and Bedell were put out of it with a broken pedal early in the race, and then it developed into an effort of the Kramer-Fogler and Moran-Butler teams trying to overhaul the three teams of longmark men, who were away out in front. This, however, the backmarkers were unable to accomplish, though they alternated in setting the pace. The three teams in the lead rode well ogether and kept a lead of a half a lap for most of the journey. When the test came the Rupprecht-Ashurst pair showed the most speed by going out at he bell and winning by 20 yards. Halgin and Hill got second place, leading Williams and Billington over the tape by a half length. In the fight for fourth money, the last of the purses, Moran and Butler outrode Kramer and Fogler. The former pair got the jump on the backstretch and went around the latter combination with ease.

Fred Hill captured the five miles open amateur race with ease. After winning the special lap prize for leading in the 16 laps, Hill trailed by Beyerman, got a jump of 10 yards on the field at the bell lap. In the sprint for the tape Hill held off Beyerman and finished a winner by a wheel's length.

The half mile open (non-winners) race for amateurs resulted in a close finish between J. B. Hawkins and "Jake" Mangin. Hawkins was disqualified for cutting in on the pole and first place went to Mangin.

"Sunny" Briggs ran away from Bob Schultz, who had been substituted for Charley Turville, in the three-mile motorcycle race. The summaries:

Two miles tandem handicap, professional —Won by Alfred Ashurst and Edward Rupprecht, Newark (110); second, Joseph T. Halgin and Benjamin Hill, Newark (200); third, Saxon Williams, Salt Lake City, and Teddy Billington, Newark (160); fourth, James F. Moran, Chelsea, Mass., and Nat Butler, Cambridge, Mass. (60). Time, 3:44.

Half mile open, amateur, for non-winners —Won by Jacob Magin, National Turn Verein, Newark; second, Charles Franks, Brooklyn; third, Walter Schlee, Naval Reserve, Newark. Time, 1:10⅘.

One mile handicap, amateur—Won by Ernest Jokus, National Turn Verein, Newark (100); second, Adam Beyerman, New York (30); third, Edward Senfert, Newark (100). Time, 2:06.

Five miles amateur, open—Won by Fred Hill, Boston; second, Adam Beyerman, New York; third, Ernest Jokus, National Turn Verein, Newark. Time, 11:41.

Three miles motorcycle match race—Won by "Sunny" Briggs, Boston; second, Bob Schultz, Newark. Time, 4:12⅖.

Ten miles open, professional—Won by Floyd Krebs, Newark; second, John Bedell, Lyndbrook; third, Walter Bardgett, Buffalo; fourth, Charles Schlee, Newark. Time, 23:23⅗.

MOTORCYCLES VIE WITH AIRSHIPS

Exciting Races Divide Popular Interest at Brighton Beach—Goerke the Kingpin —Wray Wins Spectacular Match.

Motorcycle races and aeroplane flights were the dual attractions offered to about 2,000 spectators at the Brighton Beach race track in Brooklyn, N. Y., on Saturday last, 8th inst. As the atendance at the track had been brought about through the medium of the publicity given to Farman and his flying machine, the introduction of motorcycle races was unexpected by the crowd, although this feature of the program was received with great favor.

The motorcycle races were more or less impromptu, as they were gotten up at the eleventh hour by the New York Motorcycle Club. Five events originally constituted the program, but later a three-cornered match race was added. Walter Goerke, of Brooklyn, developed into the bright particular star of the day by winning four races.

The spectacular event proved to be the three miles match race between W. Wray, Jr., on a 7 horsepower twin Indian; Russell Smith, on a 5 horsepower of the same make, and A. G. Chapple, on a 4 horsepower single cylinder Indian. From the start it was much of a loafing contest, and the crowd voiced its noisy approval of the jockeying tactics displayed. Finally the head work was finished, throttles were opened, sparks advanced, and with a whirl and amid a cloud of dust, the race was over and Wray had won. His time for the three miles was 3:50⅕, which indicates that better time could have been made.

In the ten miles handicap twelve riders contested. Robinson, Voelker, and Ginger were the first off with a handicap of 2½ minutes over Shotwell, Patterson, Decker, Ruck and Davis. Then followed Goerke, Smith and Chapple, and a minute after them came Wray, who was on scratch. It was anybody's race for a long while, but finally the field strung out until it left as the real contenders, Voelker, Goerke, and Wray. This order was maintained until near the tape when Goerke, who had something in reserve, opened up and beat Voelker out to the tape, with Wray third. The summaries:

One mile against time—Walter Goerke, 7 Indian. Time, 1:00⅘; W. Wray, Jr., 7 Indian. Time, 1:03⅗; E. Shotwell, 7 N. S. U. Time, 1:05⅖.

Five miles open—Won by W. Goerke, 7 Indian; second, R. Smith, 5 Indian; third, W. Wray, Jr., 7 Indian. Time, 5:23⅗.

Ten miles handicap—Won by W. Goerke 7 Indian (50 sec.); second, F. Voelker, 3¾ N. S. U. (5 minutes); third, W. Wray, 7 Indian (scratch). Time, 14:23⅗.

Ten miles, open—Won by W. Goerke, 7 Indian; second, W. Wray, Jr., 7 Indian; third, A. G. Chapple. Time, 10:50.

Five miles for New York Motorcycle Club members—Won by W. A. Patterson, 6 N. S. U.; second, D. Molin, 6 N. S. U.; third, F. Horenburger, 5 Vindec. Time, 6:41⅕.

Three miles match between Wray, Smith and Chapple—Won by Wray. Time, 3:50⅕.

Webb Victor in Minneapolis Run.

In the fast time of 4 hours and 28 minutes, Guy W. Webb, on a Harley-Davidson, won the 144 miles endurance road race of the Minneapolis Motorcycle Club last Saturday. The course was from Minneapolis to St. Cloud and return and there were 11 starters when the gun was fired. The start was made at 7:45 in the morning so that the riders finished shortly after the noon hour.

On the out trip the contestants kept pretty well bunched and the deep sand made the going comparatively slow. On the home run, however, Webb opened up in a way that made the sand simply fly, leaving the other riders to follow him as best they could. Three of them were put out of the running, so that only eight of the eleven starters finished.

All of those who rode in the race have become professionals, as the first prize was $25 in cash, put up by the club, and they will thus be barred from competition with amateurs. Five other prizes, donated by the tire companies and the motorcycle dealers, were awarded. Following Webb, who got the money by finishing first at 12:13 p. m., came N. M. Harford, second, on a Wagner, finishing at 1:08 p. m. Third prize was won by A. G. Wiley, on a Thiem, while C. C. Gould, on a Thor, came fourth. Dr. W. H. Smith, riding a twin cylinder Thiem, got fifth position, and C. Van Sicklen finished sixth on a Wagner.

Carroll Cyclers Pushing Their Game.

One of the ideas of the Carroll Cyclers of West Baltimore, Md., is to promote good fellowship among the general cycling fraternity of Baltimore and vicinity, and to this end a grand buffet lunch and smoker was tendered the wheelmen of the city a short time ago. On this occasion there assembled 150 enthusiastic bicyclists, representing the different cycling clubs of all Baltimore, which all joined together and made merry.

Captain Charles H. Bokemeyer, is very jubilant over the fine showing made by the Carrolls on its Sunday morning, and "moonlight" runs. There have been held under his charge 20 regular Sunday runs ranging in distance from 15 to 36 miles, and seven "moonlight" rides or Thursday evening runs, ranging in distance from 11 to 24 miles. On these runs up to the present there has been an attendance of 207 strangers. The road race promoted by the Carrolls a short while ago brought cycling prominently to the front in Baltimore.

The mileage contest of the Carrolls is progressing strongly with W. Wilbur Shaw at the top round of the mileage ladder, being closely followed by John F. Mickey, who holds second place.

McFARLAND TOO FAST FOR FURMAN

Californian Defeated in Match Race at Salt Palace—Amateurs Have Hot Struggle in Pursuit Event.

Salt Lake City, Aug. 8.—Last night was the occasion of the first appearance of W. G. Furman, the Los Angeles rider, who rode a somewhat disappointing match with McFarland at the Salt Palace. This should not be counted to his discredit, however, as he only arrived here at 1 o'clock in the afternoon, after being stalled two days in a washout. It is reasonable to suppose, therefore, that when he has had a few days' practice he will improve, especially as the quality of his riding showed good promise. As it was McFarland had no great difficulty in catching him. He rode steadily, holding the Californian level for a mile and a half, when, after getting his gauge, he went after him and overtook him in two laps. The distance was 1 mile 6 laps and 1.5 yards, and the time, 3:52.

The two miles lap professional furnished much more excitement for the spectators. After the back-markers had caught up to the limit men, Senhouse, Schnell, Mitten and Achorn jumped away from the bunch and obtained a good lead over the entire field. This left Devonovitch to pace the second division—which he was not eager to do. He sat up, allowing the quartet in front to gain nearly a half lap of lead. Downing then went out to the front. Walker, the Australian, succeeded in flagging the bunch a moment later, thereby increasing the distance between the two divisions to a hopeless amount. This was proved after Downing dropped back, when Hollister went out after the leaders, but failed to get within reaching distance of them. The finish was in this order: Senhouse, Mitten, Schnell, and Achorn. Immediately after the race, referee Dick Conley fined Walker $10 for holding back the second division.

Although a field of 20 amateurs started in the Australian pursuit, the race soon narrowed down to a contest between Wright, Lawrence and Halsted. The latter was readily put out by Lawrence, who then began a terrific struggle with Wright. The Californian was caught in the end, however, after a ride of nearly five miles and a half.

The final of the three-quarters mile professional, offered an opportunity for Hardy Downing to display some fast work. Coming around on the outside on the bell lap, he won easily from Hollister, with Samuelson and West following in this order.

McCormack and Giles teamed in the three-mile open amateur, with the result that the latter got away with seven lap prizes, while the former secured first place. Lawrence, who made a brave attempt to come up from the rear just at the finish, was stalled off, and had to content himself with fourth place, while Wright came in for third. The summaries:

Three-quarter mile open, professional—First heat won by C. L. Hollister; second, F. G. West; third, W. E. Samuelson; fourth, S. H. Wilcox. Time, 1:44. Second heat won by H. K. Harding; second, T. D. Devonovitch; third, W. L. Mitten; fourth, Walter De Mara. Time, 1:36. Final heat won by H. K. Downing; second, C. L. Hollister; third, W. E. Samuelson; fourth, F. G. West. Time, 1:30⅗.

Australian pursuit, amateur—Won by Phil Wright, Salt Lake (110); second, P. Lawrence, San Francisco (55). Distance, 5 miles 3 laps 82 yards. Time, 7:49⅕.

Three miles open lap, amateur—Won by H. E. McCormack, San Jose, Cal.; second, Parley Giles, Salt Lake; third, Phil Wright, Salt Lake; fourth, P. Lawrence, San Francisco, Cal. Time, 6:10⅗.



Two miles lap handicap, professional—Won by S. Senhouse (100); second, W. L. Mitten (120); third, F. E. Schnell (130); fourth, J. E. Achorn (140). Time, 3:51⅗.

Unlimited match pursuit, professional—Won by F. A. McFarland; second, W. G. Furman. Distance, 1 mile, 6 laps, 150 yards. Time, 3:52⅗.

Chapman Prospecting at Denver.

Former rumors to the effect that J. M. Chapman, manager of the Saltair track at Salt Lake City, is about to undertake the introduction of a track of his own in Denver, are revived by the report that he has been in that city during the present week looking over the ground for the purpose of locating a site for the proposed saucer. Chapman's successful handling of bicycle racing in Salt Lake during the past three years will be sufficient warranty of his ability to secure plenty of talent when the time comes for opening the addition to his western enterprises.

LAWRENCE A RECORD BREAKER

San Francisco Amateur Lowers World's Fgures for Half Mile—Two Interesting Meets on Saltair Saucer.

Salt Lake City, Aug. 9.—Before a very small crowd, in fact, the poorest the Saltair Coliseum has seen this season, young Lawrence, the promising San Francisco amateur, clipped a fifth of a second off the world's record for the half mile. He cut down N. C. Hopper's record of 53⅗ seconds to 53⅕ in a nice clean ride, incidentally beating Giles and Crebs, who pulled across the line together, fully a second later. Lawrence is certainly doing some fast, snappy riding and is developing an unforeseen amount of talent.

The mile open professional was reeled off in two heats, three leaders in each qualifying for final. McFarland, Henri Mayer and George Walker swept up the first heat in this order, the winner's time being 2:06. The second heat trial was slower going, A. J. Clarke taking first in 2:16⅕, with Downing and De Mara also qualifying. Clarke hit it up and won in the final, the watches recording 2:10⅕. Downing came in second, followed by De Mara and Walker. Mayer was fifth.

E. Myers, starting from the 65 yards mark, nipped the mile amateur handicap in 1:52⅗, followed by Thomas and Hume. E. J. Hollister was left in fourth position.

In the amateur tandem pursuit race, McCormack and Meyers showed Crebs and Thomas that the former could ride rings around the latter, after going a mile and 7 laps to the tune of 3:30.

The windup was a two-miles lap handicap for professionals, which Fred West got away with in 3:54⅕, leading Devonovitch, Hollister, Schnell, and Samuelson a merry chase for positions in that order. The summaries:

One half mile record trial, amateur (world's record 0:53⅗).—Parley Giles, 0:54⅕; A. Crebs, 0:54⅕; P. Lawrence, 0:53⅕.

One mile open, professional—First heat won by F. A. McFarland; second, Henri Mayer; third, George Walker. Time, 2:06. Second heat won by A. J. Clarke; second, H. K. Downing; third, Walter De Mara. Time, 2:16⅗. Final heat won by Clarke; second, Downing; third, De Mara; fourth, Walker; fifth, Mayer. Time, 2:10⅕.

One mile handicap, amateur—Won by E. Meyers (65); second, L. Thomas (90); third, J. B. Hume (50); fourth, E. J. Hollister (85). Time, 1:52⅗.

Tandem pursuit, amateur—Won by McCormack-Meyers; second, Crebs-Thomas. Distance, 1 mile 7 laps 128 yards. Time, 3:30.

Two miles lap handicap, professional—Won by Fred West (85); second, T. Devonovitch (120); third, C. L. Hollister (50);

fourth, F. E. Schnell; fifth, W. E. Samuelson (55). Time, 3:54⅕.

Salt Lake City, Aug. 6.—The mile open race proved the proper opportunity for Henri Mayer, the German champion, who was imported at the time of the opening of the track in June, to distinguish himself. He won his first race on the Saltair track, and incidentally displayed a long sprint that proved his worth in good style. The race was run "French style," as they say, or without a pacemaker and it is the sort Mayer is accustomed to. With four laps to go, the German jumped into first place and commenced to unwind his sprint. After two laps of his leadership, Clarke went out and tried to pass him, but failed for some reason. While he was trying to pass on the outside. Hardy Downing stole through a hole at he pole and grabbed second place from him, which left Wilcox and De Mara to finish in this order. Floyd McFarland was obliged to drop out because of a punctured tire. Mayer's time was 2:34⅖.

In the two miles handicap tandem professional a sensational finish was developed between the Mayer-Downing and Mitten-De Mara team. The first named took the lead four laps from home and after accepting their pace for two laps, Mitten and De Mara attempted to pass them. The two teams raced side by side for the remaining distance, Mayer and Downing finishing first by about two feet. Hollister and Palmer and Wilcox and Devonovitch finished in this order. The time was 4:04⅗.

Crebs displayed an unexpected amount of prowess in the amateur pursuit race when he defeated Parley Giles, who had been picked as a likely winner because of the record breaking stunts he has been pulling off recently. Crebs, starting behind Giles, rode up to within the prescribed limit distance and remained there until the entire field had been distanced. He was much fresher than the other and was able to beat him, the time for the 2 miles, 161 yards being 4:25.

Giles succeeded in obtaining some consolation out of the half-mile invitation race, however, in which he had a close antagonist in J. B. Hume. The tussle came close to the finish and gave the winner only a margin of a half wheel, or thereabouts at the tape. Lawrence and Diefenbacher finished in third and fourth place, respectively. The time was 1:00⅖.

The summaries:

One mile open, professional—Won by Henri Mayer; second, Hardy Downing; third, Clarke. Time, 2:34⅖.

Two miles tandem handicap, professional—Won by Mayer-Downing; second, Mitten-De Mara; third, Hollister-Palmer. Time, 4:04⅗.

Australian pursuit, amateur—Won by A. Crebs; second, Parley Giles. Distance, 2 miles 161 yards. Time, 4:25.

One-half mile invitation, amateur—Won by Parley Giles; second, J. B. Hume; third, P. Lawrence. Time, 1 00⅖.

ELLEGAARD WORLD'S CHAMPION

Dane Captures Middle Distance Title at Berlin—Jacquelin Makes Plucky Ride After a Bad Fall.

For the fifth time Denmark triumphed when Ellegaard won the world's middle distance championship at one kilometre in 1:52⅗. The Dane has figured in the finals of each championship since 1901. The final events of the series were run at Berlin on August 2. Second and third places in the final of the kilometer race were gained by Poulaine and Vanden Born, Poulaine winning second place by a tire. The winners of the trial heats were Schilling (Holland), Otto Meyer (Germany), Ellegaard (Denmark), Arend (Germany), Scheuerman (Germany) Houlier (France), Vanden Born (Belgium), and Poulaine (France). The "repechage" gave places to Bader (Germany), Carapezzi (Italy), and Bettinger (Germany) for a try at the semi-finals.

In the first trials Jacquelin, who was a probable winner of his heat fell just after starting and landed heavily on his shoulder. Left in last position, he picked himself up and proceeded to catch and pass some of the others on the outside. Then he suddenly changed his tactics and plunged right through the midst of the bunch, passing every one except Scheuerman, who finished two lengths ahead.

The "repechage" gave first place to Bader with Carapezzi second and Bettinger in third place. Then in the semi-finals, Ellegaard, Vanden Born and Poulain qualified for the last struggle in that order.

The 100 kilometers championship was won in great shape by Ryser, who got over the ground in the brilliant time of 1 hour 22 minutes 3 seconds, after a series of accidents. Bruni was second at the finish, followed by Vanderstuyft. They were respectively one and two miles behind the winner.

The tandem race was won by the Poulain-Schilling combination, with Scheuerman-Wegener only half a length behind and Ellegaard-Hourlier two lengths to the rear. The Rudel-Pawke team was foruth.

Peter captured the consolation event, with Wegener riding a good second, and Jacquelin, whose luck had been against him, got third position. Nedala was fourth.

The final of the handicap event saw Scheuerman the winner, Technier second, and Conrad and Hourlier third and fourh. This race formed the conclusion of the series.

San Francisco Plans a Race Meet.

At the suggestion of the Cycle Board of San Francisco, Cal., the California Associated Cyclists have decided to hold a race meet at the Stadium on August 30th. The feature is to be an unlimited Australian pursuit race, for which the Board of Trade has donated a handsome trophy. Other events on the program have not as yet been definitely arranged, but may consists of a five miles handicap and a mile open race. The various local clubs have all signified their intention of entering teams in the pursuit. Another future on the western calendar is the 100 miles relay race, which is to be held on the 6th of September. It will be ridden over the Berryessa course at San Jose. One advantage of the route chosen is that it is free from car tracks, and consequently eliminates the peril which caused an unhappy termination to the last local race of the sort.

Puzzle for Motorcyclists to Solve.

A foreign print has instituted a puzzle contest for the benefit of those of its readers who like to study out imaginary roadside conundrums. "On a motorcycle every possible test showed the whole wiring of the ignition to be perfect and the timing, petrol, etc., were also right," the problem reads. "The machine started perfectly and ran without a misfire up to 14 or 15 miles per hour; above that speed the engine missed badly unless one could catch her on the down slope of a hill and rush the speed up to about 30 m.p.h., beyond which speed no misfiring occurred, the machine running perfectly till the speed again fell below 30, when bad misfiring would start again till the speed dropped below 15 or 16 m.p.h. What was amiss to account for this irregular running, which lasted throughout the day for about 120 miles?"

It is easy enough to see at least two possible solution of the trouble, but which one would appeal to the judges of the contest as being the correct one is not so easy to determine. At all events the puzzle as such, is all that its name implies.

Mountain Climbing Over Railway Ties.

George Thompson, a member of the San Francisco Motorcycle Club, last week accomplished the remarkable feat of riding to the top of Mount Tamalpais on a motorcycle. The trip was made over the ties of the track of the Mill Valley and Mount Tamapais Railroad, and the jolting which the machine and rider received speaks well for the strength and condition of both. Thompson did not have to stop once to care for his engine, the machine going clear to the top without an adjustment of any kind, and he was accorded a hearty reception from the crowd of pleasure seekers at the Tavern who were watching him make the ascent. Thompson rode a 2¼ horsepower Torpedo, and claims that the trip was the roughest he has ever been on. He states that although the grade is not so very steep, the jolting over the ties, which are 18 inches apart, is something to be remembered.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MANY SPILLS AT CLIFTON MEET

Schultz's Motor Goes Wild and He is Badly Hurt—Anderson Wins in a Spectacular Contest.

Many spills in the cycle races, an accident to Bob Schultz, while riding a motorcycle at the rate of a mile a minute and the lowering of a record, were the principal incidents of the meet held at the Clifton Stadium on Wednesday last. The spills occurred in the one mile consolation and in the five miles lap race. In the former event, Eifler, Bucker, Fromelt and Hudson tried to occupy the same space at the same time. All emerged from the mixup without serious injury excepting Hudson, who was badly cut about the hands and face. William Vanden Dries suffered nothing worse than a bad shaking up when he hit the rear wheel of another contestant in the five miles lap race. Of course, he was thrown hard and so were six other riders who piled themselves up on top of him, but no serious damage was done to any one.

The one mile race furnished the opportunity for a spectacular ride by Anderson. Motorcycle pace was employed for three-quarters of the distance, when the men were dropped to fight it out alone. In the first heat Anderson started off at the crack of the gun with a sprint which quickly gave him a commanding lead. Contrary to expectations that he would slow down before the sprint he kept calling for more pace and when he was dropped at the three-quarter mark he was going at a tremendous clip. He finished the distance in 1:39⅕, reducing his own record of 1:42⅖, which he made three weeks ago, and which then was announced as the world's record for this kind of a race. In the second heat he won easily in 1:42.

In the three miles motor paced professional Schultz set a terrific pace. He had negotiated the Stadium safely three times when, in the fourth lap, he lost control of the motor, and was thrown with terrific force to the track, his machine landing on top of him. After a superficial examination it was announced that Schultz had sustained a broken knee cap and a dislocated ankle.

All the races were well contested. The opening event, a two miles amateur handicap, resulted in a dead heat between the scratch man, Fred Jones, of Passaic, and Peter Drobeck, who had forty yards.

The summaries:

Two miles handicap, amateur—Dead heat between Fred Jones, Passaic (scratch), and Peter Droback, Passaic (40 yards); third, F. Eifler, C. R. C. A. (45). Time, 4:46.

One mile heat race—First heat won by N. M. Anderson. Time, 1:39⅕. Second heat and match won by Anderson. Time, 1:42.

Five miles motor paced, professional—Won by Carlo Vanoni, Italy; second, J. King, Newark. Time, 8:34⅗.

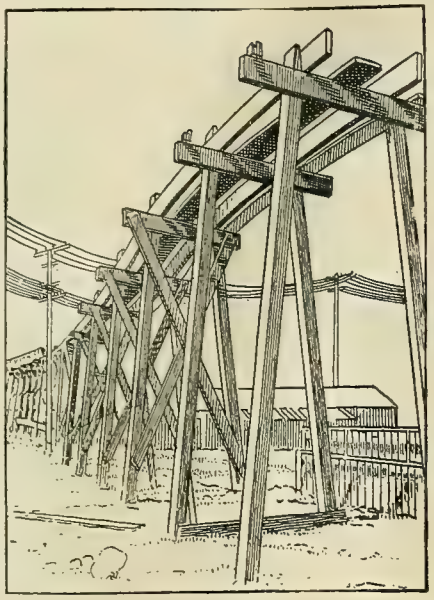
Three miles, motor paced, professional—Won by Arthur Mitchell, New Orleans; second, J. King, Newark; third, Carl Ruden, Boston. Time, 3:22⅗.

One mile consolation—Won by Gus Duester, C. R. C. A.; second, W. Vanden Dries, N. Y. A. C.; third, John Boyle, Rutherford. Time, 2:15.

Five miles lap, amateur—Won by C. Stein, Irish-American A. C.; second, F. Jones, Passaic; third, F. Eifler, C. R. C. A. Time, 11:30⅖. Lap prize won by G. Duester, C. R. C. A.

End of a Remarkable Cycle Path.

After nearly ten years of disuse, what is probably the most remarkable cycle path in the world, is being razed to make room



for a trolley line. The path, which connected the cities of Los Angeles and Pasadena, California, was built as an elevated wooden track, six feet wide and in some places 40 feet above ground. Its length is about six miles. The road bed or floor was constructed of dressed boards, and a high side rail prevented riders from falling to the ground.

The cycle path never attained great popularity, and despite the small charge for its use—five cents each way was the toll—it received little patronage. The cost of construction was about $100,000, and as the right of way now is estimated at nearly a half million dollars, the Pasadena capitalists, who long were laughed at because of their investment, will realize handsomely on the venture, though not from the source from which they expected to obtain their dividends.

On the ground that bicycle riding is contrary to the gravity of the priestly calling, Cardinal Couillie, Archbishop of Lyons, has issued a stern prohibition against the practice by priests and clerical students in his diocese. Pope Pius ,X, when he was Cardinal Sarto, and Bishop of Mantua, issued a similar prohibition.

WILEY IN A RUNAWAY VICTORY

Derosier Has Hard Luck in Motorcycle Race at Clifton—Stein and Jones Capture the Amateur Events.

On the Clifon Stadium last Sunday, George Wiley, the Syracuse messenger boy, defeated Norman Anderson and Eddie Root in a 20 miles motor paced race. Root's pacing machine developed internal disarrangements during the fourth mile and had to withdraw from the track. Root continued riding until another machine was procured, but when he again secured pace he was hopeless in the ruck. He pluckily kept riding, however, and by desperate work managed to finish in third place. Anderson was in second place, but was a mile behind Wiley.

In the five miles motorcycle race, the belt on Jake Derosier's machine broke while he was going at a mile a minute clip. The machine was stopped without accident and a hasty repair was made. Derosier again started, but the belt broke once more and Derosier naturally felt so disgusted that he withdrew from any further participation in the race.

Fred Jones, of Passaic, rode a fine race in the five miles amateur event and won after a hard sprint, with Frank Eifler, of Brooklyn. Charley Stein took the one-half mile handicap.

The summaries:

Half mile handicap, amateur—Won by Charles Stein, I. A. A. C., (scratch); second, M. Journay, Nutley (45 yards); third, H. McPartland, Boston (25). Time, 1:00⅘.

Twenty miles, motor paced—Won by George Wiley, Passaic; second, Norman Anderson, Paterson; third, Eddie Root, New York. Time, 33:23⅗.

Five miles, open, amateur—Won by F. W. Jones, Passaic; second, Frank Eifler, Brooklyn; third, Peter Drobeck, Boston. Time, 11:24⅖.

Five miles motorcycle—Won by Carl Ruden, Manchester, N. H.; second, John King, Newark; third, John Mitchell, Newark. Time, 5:39⅖.

Bad Way of Beginning Business.

What appears to have been a very good beginning of a live motorcycle business, the capital for which was to have been supplied by motorcycle owners who were careless about leaving their machines in the street unattended, was nipped in the bud by the police of Minneapolis, Minn., last week, when they arrested Frank Adset and Charles Bell. Adset, say the police, stole a motorcycle belonging to Harry Dever, on July 7th. Later Bell entered the game, and assisted by the other man, took a machine belonging to C. Herbert Smith. The machines have been recovered, and it is said that both men have confessed that they are the guilty ones.

Young Thief's Clever Methods.

Realizing the difficulty of safely disposing of stolen bicycles, a Salt Lake City youth hit upon a novel and ingenious method of selling the machines which he had appropriated. The thief, who gave the name of Lawrence Martin, was arrested in Salt Lake City, on Friday last, 7th inst., by officer Grundvig; in the two hours following his arrest the police recovered seven wheels which he confessed to having stolen and sold.

Having secured a wheel, Martin's method of procedure was to take it to some store and offer it as security for a loan of two dollars. He carried a note, supposedly written by his mother, stating that the bicycle was his own and that it would be all right to give him the money on it. Martin was first caught on Thursday when A. E. Anakin, manager of the Bicycle Supply Co. recognized him as one who had sold him a stolen bicycle, and while the police patrol wagon was on the way to the store the boy, by a ruse, escaped through a window. Grundvig lay in wait for him near his home and caught him later on.

"Legless Wonder" Leaps to Death.

William Wilson, known on the variety stage as the "legless wonder," was instantly killed Monday, 3d inst., in Ohio, while making his first public attempt to ride the "circle of death." Wilson's stunt consisted of a flying leap which he was to make while tied to his bicycle. On the occasion of the fatality he was bound to the bicycle which had whizzed down a 30-foot incline and had half rounded a circle 20 feet in diameter, from which he expected to emerge and fly over a gap in the runway. Weights connected with the mechanism failed to work and Wilson was dashed to death in the lower runway.

Personal Replevin Results in Trouble.

Personally seizing a bicycle because of non-payment of an instalment due thereon, has got Oscar Warren, of Muncie, Ind., into trouble. Arthur Payton owed him 50 cents, the final instalment on a bicycle sold on the instalment plan. The payment being overdue, Warren called for it and, not finding Payton, took the bicycle. The result was that he had to appear in court to answer to a charge of petit larceny.

Where Workers Utilize the Bicycle.

Bicycles are the predominating feature in the transportation faculties of Coldwater, Mich., according to the Reporter of that city which says, "You find them stacked in tiers beside the factories during working hours. You see them carrying a small army of workers to and from the shops, stores and offices. Mainly for business, and with pleasure riding as a side issue, is the present attitude of the public toward the handy bicycle."

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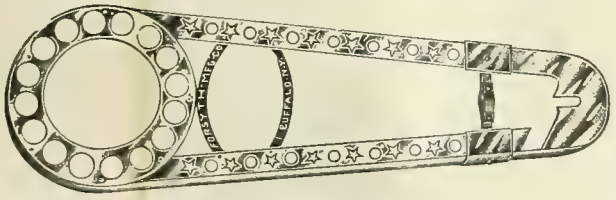
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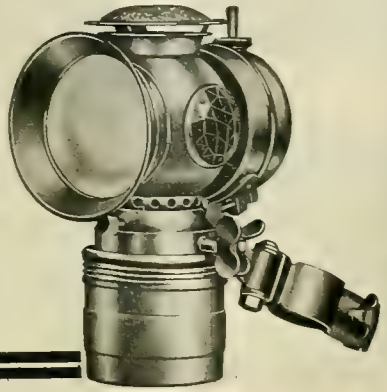
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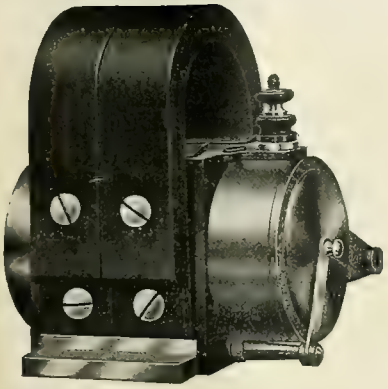


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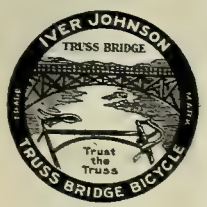
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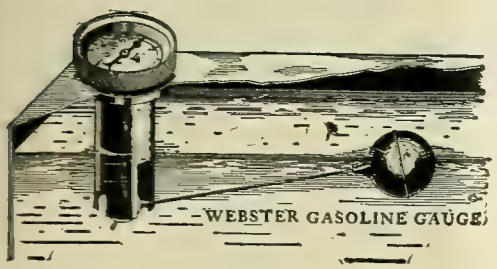
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892,935. Bicycle Crank. Anthony Cataldo, Boston, Mass. Filed Aug. 28, 1907. Serial No. 390,448.

1. In a bicycle, a crank hanger, a crank shaft in two parts journaled in said hanger, a crank on each of said parts, respectively, one of said parts adapted to be rotated through a portion of a rotation relatively to the other of said parts, and a spring encircling said parts and fast at opposite ends thereof, respectively, to said parts.

893,333. Sparking Cut-out for Internal Combustion Engines. Frederick W. Leitenberger, Reading, Pa., assignor to Reading Standard Company, Reading, Pa., a Corporation of Pennsylvania. Filed Nov. 25, 1907. Serial No. 403,627.

1. A sparking device for internal combustion engines comprising an oscillating mounted casing provided with a fixed contact point, a yielding contact finger adapted normally to be swung into contact with said point, and a cut-out fulcrum movably mounted in the casing adjacent said point substantially as set forth.

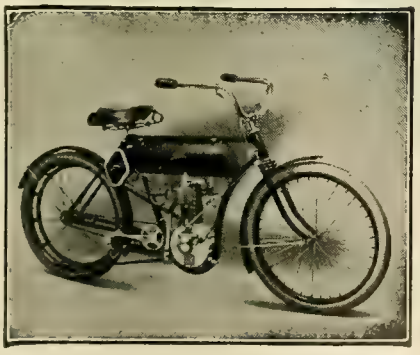
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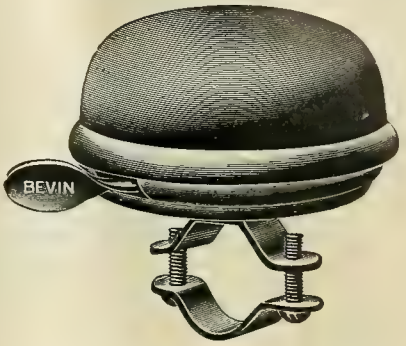
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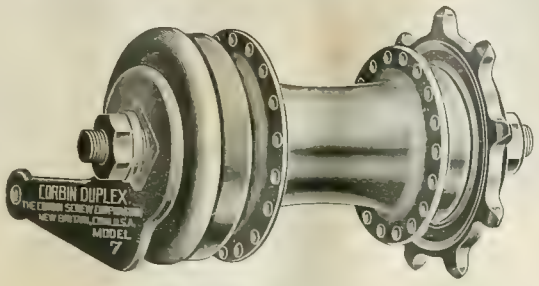
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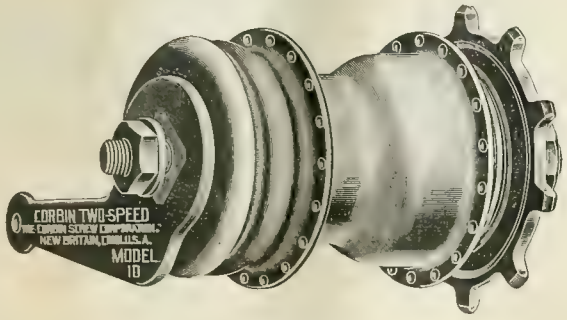
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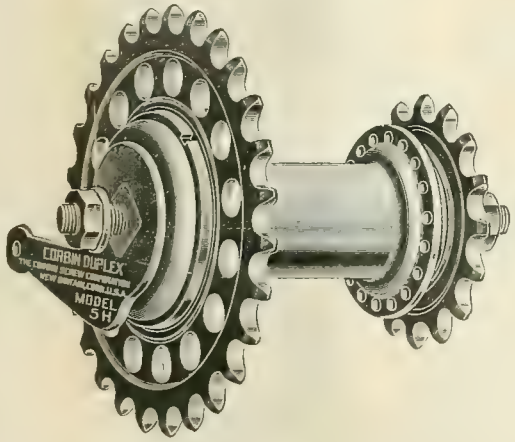


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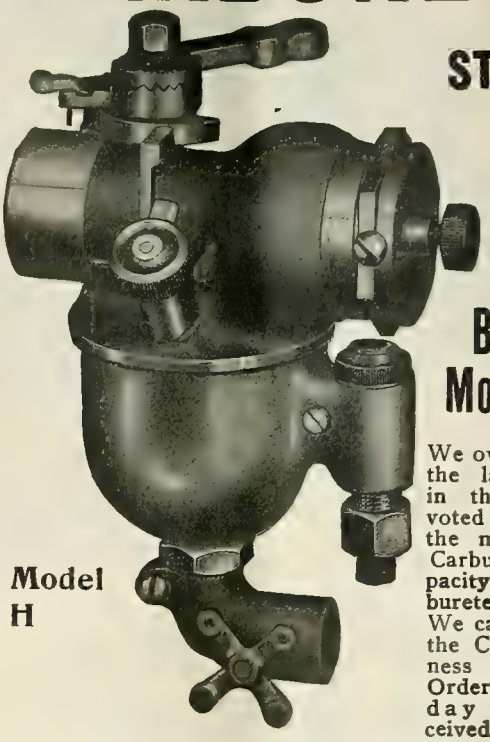
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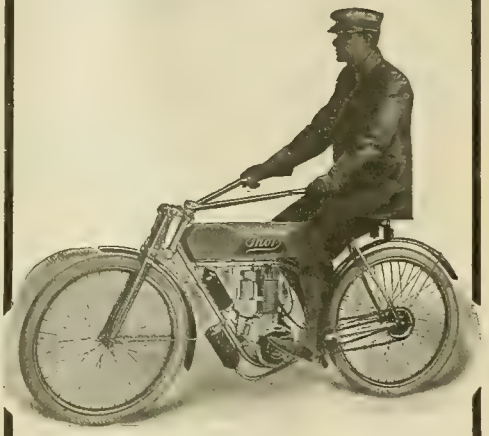
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1908 INDIAN twin, magneto, etc., $235; twin tri-car outfit, $250; parts and repairs. Armac, $75; Royal, $75; Indians, $75 up. Send for specialty catalog. WIDMAYER, 2312 Broadway, New York City.

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WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

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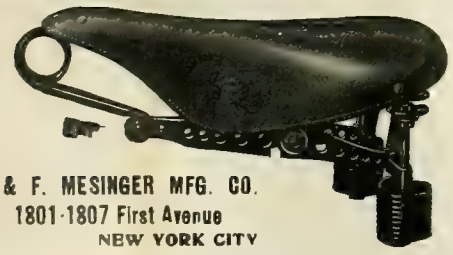
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MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence, R. I.

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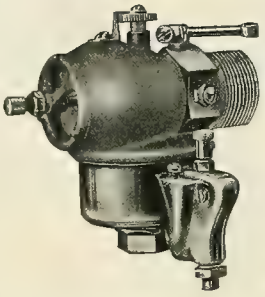


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TO THE LIVE MAN

interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

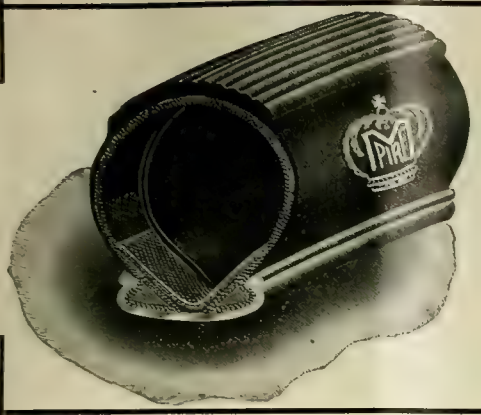
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The "Gotham" STA-RITE Spark Plug, at $1, will carry you further on your motorcycle, with less trouble, than the ordinary $1.50 plug. Will not crack, leak, or short-circuit. Of dealers, or direct. THE R. E. HARDY CO., 25 W. 42d St., New York City.

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17 Warren Street, New York.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
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Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
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B. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Kokomo Rubber Co.
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Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Brilliant Experiments

are all right to buy and handle if you are willing to be disappointed not infrequently. All our experimenting was done long ago, and

Defender Special



New Oxford

stand as time proved standards of tire value, with no trace of experiment defects.

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EXCELSIOR AUTO-CYCLE

In the New York-Chicago reliability run Three Excelsiors made 2990 points, representing Two Perfect Scores and one penalty of 10 points.

At Denver, Colorado, July 25th

Excelsiors won every race for stock machines and defeated many special racers in track races of three to ten miles.

At Algonquin Hill Climb, August 14th

the Excelsior won the event for machines with road equipment defeating the Indian, Harley-Davidson, Torpedo, N. S. U. and Magnet, and did it easily.

IF YOU WANT A MACHINE FOR REAL PRACTICAL SERVICE WITH SPEED ENOUGH FOR ANY PURPOSE. SEE THE

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Write for catalog M. C. 20. A postal card will do.

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COASTER BRAKES

AND

HUBS FOR 1909

until you have investigated the

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¶ Bicycles equipped with *Thor* hubs and brakes will have the **Earmarks of Quality** that will appeal to riders and the trade.

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Aurora Automatic Machinery Co.

AURORA, ILLINOIS

Crack Pace Followers Recognize the Reliability of

COLUMBIA RACERS



Hugh MacLean
on a Columbia racer.

The *Boston American*, July 31, 1908, says:

"Hugh MacLean is the recognized American motor-paced champion, and this season appears to be in his best form, as he has won every race he has started in and made sensational time in all of them. The hardest events have come with Jimmy Moran, his nearest rival for premier honors, and he has yet to beat him decisively.

His best distance is twenty-five miles, the possesses exceptional endurance and speed for that journey and can follow any motor with the throttle wide open."

Jimmy Moran also rides a COLUMBIA.

If interested in the purchase of a bicycle, these facts are significant.

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AJAX TIRES

are built to build a quality reputation. That is why they give overflowing measure of value for the money.

They're built to build the trade of the man with enterprise to get in touch with us, too.

Our proposition needs your name and address to come to you.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

Every Event Won On

G & J TIRES

In the Algonquin Hill Climb held July 14 by the Chicago Motorcycle Club every event was won on G & J Tires.

Following is a list of the entries giving machine and tire equipment: (Note that every American machine was equipped with G & J tires. Why?)

Number	Machine	Rider	Tires
1	Harley-Davidson	Bernard	G & J
2	N. S. U.	Wirt	Foreign
3	N. S. U.	Hipple	Foreign
4	Magnet	Dilling	Foreign
5	Reading Standard	Samuelson	G & J
6	Excelsior	A. G. Lyon	G & J
7	Excelsior	Woodworth	G & J
8	Indian	Porter	G & J
9	Indian	Huyck	G & J
10	Indian	Van Sickle	G & J
11	Merkel	Turner	G & J
12	Torpedo	Champay	G & J
14	Harley-Davidson	Terry	G & J
15	Harley-Davidson	W. Davidson	G & J

The above program consisted of four events classified according to types of machines used. Event 1 was tied between Fred H. Huyck and Thomas Champay, time 0:40 4/5. Event 2 was won by Chas. Van Sickle, time 0:32. Event 3 was won by H. Bernard, time 0:31 4/5. Event 4 was won by Arthur Lyon, time 0:42 3/5.

There are other makes of motorcycle tires on the market but the fact that nearly all motorcycle riders want Indianapolis G & J TIRES, is the best proof possible that for speed and durability they are superior to any other tires on the market.

Send for our Motorcycle Booklet. It tells about them.

G & J TIRE CO.

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Detroit—246 Jefferson Ave.
San Francisco—414416 Van Ness Ave.
Boston—110 Federal St.
St. Louis—415 N. Fourth St.
Philadelphia—713 N. Broad St.
Minneapolis—21 S. Second St.
Los Angeles—1010 S. Main St.
Portland, Ore.—326 Burnside.
Buffalo—912 Main St.
Denver, Colo.—1541 Cleveland Place.

DURABILITY is one test of a bicycle.

PIERCE BICYCLES

LAST LONGER THAN ANY OTHER MAKE.

Read the following unsolicited letter:

(Given verbatim)

Arlington, Cal., August 4, '08.

THE PIERCE CYCLE COMPANY,
Buffalo, N. Y.

Gentlemen:--For seven years I have ridden one of your cushion frame bicycles and while I ride it nearly every day in the year, it is in first-class condition now.

Two pairs of Hartford 77 tires have carried me through the seven years and I have just bought another pair. For God's sake tell me how much longer I will have to ride the wheel before it is worn out?

Yours very truly,

T. R. FORD.

The Pierce Cycle Company, Buffalo, N. Y.

DENVER AND OAKLAND



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FOR BICYCLES and MOTORCYCLES

Are Strong, Practical

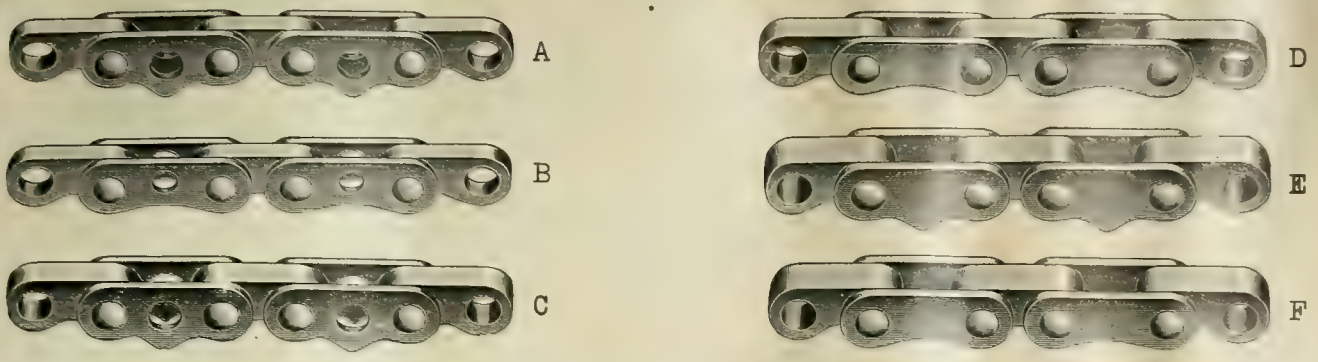
AND

Absolutely Reliable

T. K. Hastings' perfect score in the great British Reliability run from Land's End to John O'Groat's was made on an Indian motorcycle equipped with the New Departure Coaster Brake.

The New Departure Manufacturing Co.

KING STREET, BRISTOL, CONN.



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

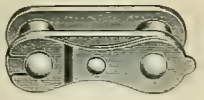
New ⅝-in. Pitch Chain

Roller or Bushing Type



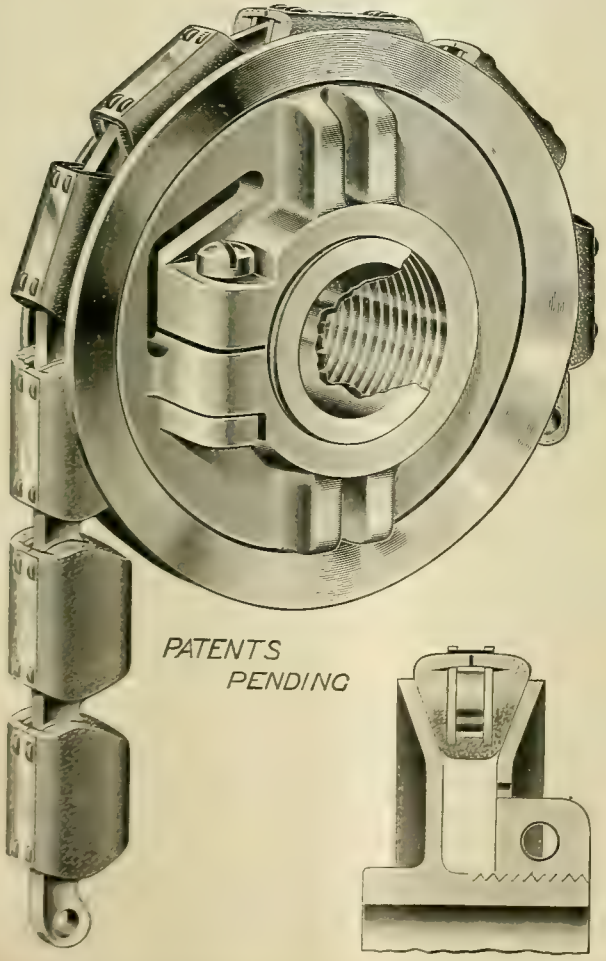
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

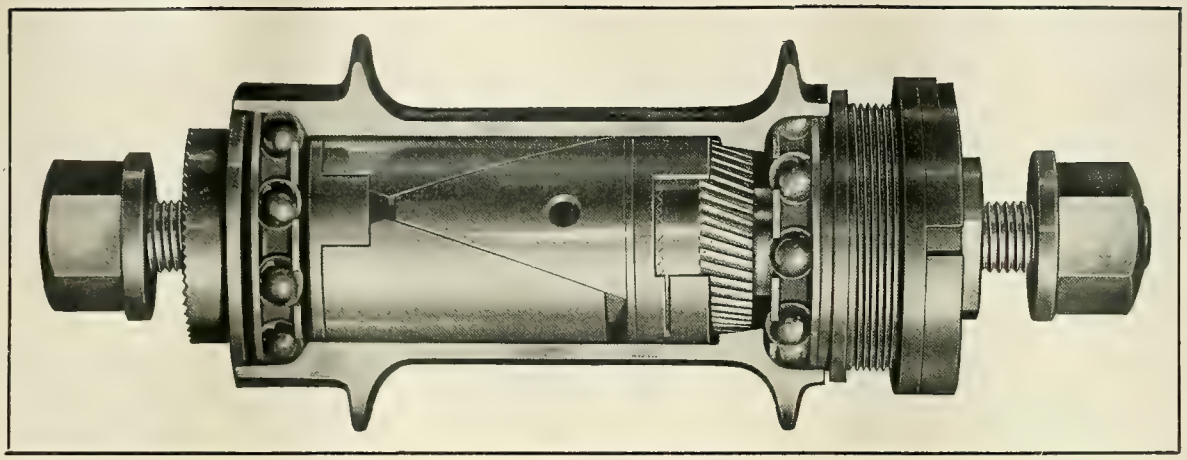
By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A. Saturday, August 22, | No. 22

MIAMI TAKES OVER THE HUDSON

Complete Absorption of Interests, Including the D. & J. Hanger—Equipment to be Removed to Middletown.

To the long list of coups and surprises which have marked their career during the past year or so, the Miami Cycle & Mfg. Co., Middletown, Ohio, have added another: They have purchased the Hudson Mfg. Co., Hudson, Mich., who manufactured the bicycle of that name. The purchase is said to include everything, lock, stock and barrel, and, of course, marks the end of the Hudson company.

The machinery and other equipment will be removed to Middletown where it will be installed in a recent addition to the Miami factory. The terms of the purchase are not, of course, public property, but it is known that the desire to possess the famous D. & J. crankhanger and the patents thereon, was of considerable influence in bringing about the transaction. Not that the Miami people intend that it shall compete in anyway with the more famous Racycle hanger, but in order that "class" may be added to the line of jobbing bicycles which they so recently decided to add to their productions. The D. & J. hanger will be made a feature of these jobbing models and that it will add to their attractiveness is plain.

The absorption of the Hudson Mfg. Co. is not so much of a surprise as may appear on the surface, as for about a year it has made practically no bicycles, but has devoted itself to the production of the D. & J. hangers. The bicycles which it has marketed were made under contract by Arnold, Schwinn & Co., of Chicago.

Krauss Now on North Broad Street.

Charles Krauss, one of the pioneer motorcycle dealers in Philadelphia, has left the out of the way place at 1406 Oxford street and taken possession of the new store and garage which was built to his order at 2123 North Broad street. Krauss purchased both the lot and the building, which latter is 20 by 75 feet and as the lot is 160 feet deep he has plenty of room for expansion. Krauss is handling Indian and Excelsiors and his belief in signs is expressed so conspicuously that none can escape them. In his new place he also means to devote considerable attention to motorcycle accessories.

Ballew Retires from Racycle Management.

C. H. Ballew, general manager of the Miami Cycle & Mfg. Co., Middletown, Ohio, has resigned that office and severed connection with the company in order to return to Chicago and to his profession, that of reorganizer of manufacturing properties. He will re-establish himself in his old office in the Monadnock building. Ballew and the Miami people parted on the best of terms. His duties as general manager will be taken over by K. R. Jacoby, vice-president and secretary of the company, and a fine, likable, capable man.

New Firm in San Francisco.

Strauss & Webster is the style of a new firm which has "opened up" at 503 Van Ness avenue, San Francisco, Col. Both members of the firm are experienced motorcyclists. They are making a feature of the Minneapolis two-speed motorcycles.

Weinmann Obtains Larger Quarters.

Having "gone into" automobiles, Fred Weinmann has opened a garage at 1649 Vincennes avenue, Chicago Heights, Ill. Weinmann will, however, continue to handle bicycles and motorcycles, for which his new place will afford more room.

Diamond Boston Branch to Move.

The Diamond Rubber Co. will transfer its Boston branch to new quarters in the Pope building, 223 Columbus avenue, on September 1st. The branch has outgrown its present quarters at 174 Columbus avenue.

SECOND HAND MEN ROUNDED UP

Hartford Court Gives Impressive Lesson on Duty of Recording Machines Bought —Fines for Five Offenders.

That dealers in second hand bicycles are frequently ignorant of the laws governing either the purchase or sale of such machines was shown this week at Hartford, Conn., in the rounding up of five dealers who failed to file with the police department their weekly report of bicycles bought. A detective sergeant, believing that many of the second hand dealers were lax in preparing and sending in the reports required by law, made the rounds and as a result of his investigations the offending dealers were summoned to appear in court. All admitted their guilt, some offering in excuse that they had never heard of the law and others saying that they thought the regulations only applied in the case of machines that had been sold.

Nevertheless they were all fined and reprimanded, and fully instructed in the terms of the law. The object of the regulation and the supervision of second hand machines is easy to see, being designed as a measure to assist the police in locating stolen machines. It by no means implies a general belief in the dishonesty of the dealers concerned, as it is recognized that the dealers may be perfectly innocent in their purchase of stolen bicycles, but the system of full records gives great assistance in locating such machines and teaches a carefulness in buying from strangers.

The immediate cause of the activity of the Hartford police in seeing that the dealers comply with the law was the epidemic of cycle thefts that the city has been enduring for the past several weeks. Complaints of over 110 stolen bicycles have been made during the season, and because of the laxity of the reports turned in, comparatively few of them have been recovered.

HOW GOOD INVENTIONS ARE LOST

Overestimating Values the Stumbling Block of Many Inventors—Dreams of Wealth Dissipated by Trade Conditions.

There are many really excellent mechanical inventions lost to the use of the world because their inventors lack knowledge of the business methods necessary to properly dispose of them. There are also inventors who set an exaggerated value on their work and fail to profit on it because their greed blinds them to the true worth of the invention, and they take no cognizance of the time, labor and risk involved in the cost of its marketing by the manufacturer, says the Racycle Bulletin.

In the bicycle business inventors have a fertile field for the exercise of their mechanical ingenuity, but it is the exceptional person who brings an invention that is really sought after and lands a large bonus for his work.

As the bicycle manufacturers now active in the business are thoroughly experienced they cannot be held up for large sums on an insignificant contrivance, as they were in the early days of bicycling when any novelty might catch the public fancy. They actually know what is wanted on the bicycle to-day, and the hazard of placing the invention on the market is reduced to a minimum by knowledge of the public desire. An estimate of the profit on an invention is the basis for the inventor's allowance, for with the present-day competition the creation of a demand for an article is one of the costly items of marketing that the inventor does not generally consider.

Some time ago the successful completion of experiments on tire invention led the inventor to believe that he could revolutionize the tire business, but he was mistaken. As none of the bicycle manufacturers have taken it up, a company is being formed in the West for its manufacture, and those interested hope to have the product on the market soon.

The tire is a radical departure from the cushion or pneumatic, in that the core is composed of woven spring steel covered with a rubber or leather tread laced onto the core. While tacks, nails and glass would not hurt this tire by punctures, its weight and lack of resiliency will probably hinder its being received with popular favor. This tire is to be manufactured for bicycles, motorcycles and automobiles.

One of the demands made by the inventor of the manufacturer was that he must purchase the right to manufacture for all classes of vehicles, as the exclsive privilege on one class would not be permitted.

Bram Stoker, in his story of William F. DeMorgan, an English ceramic artist and author of "Joseph Vance," in the June World's Work, tells the following story of Mr. DeMorgan's invention applying to a bicycle. Mr. DeMorgan replying to a question relating to inventions, says:

"I think the most important was a new duplex gearing for a bicycle. This is actuated pneumatically. There are two independent gears, wheels, and chains. By pneumatic force one gear is changed to another, without any appreciable amount of friction being generated. This I protected; and I kept the patent alive as long as I could afford it. But after I had spent some £300 on it, I allowed it to lapse. I was surprised as well as disappointed that no manufacturer took it into use, for it is a really good idea."

"He took me out through the garden to a sort of lumber room," says Stoker, "and there showed me a bicycle geared in the way of the patent. It is a really admirable scheme, and I think it must yet come into use. This particular setting was of the earlier pattern. There is a separate gearing on each side of the frame, high on one side, low on the other; but he has since arranged both to be on the right-hand side, so that they can be enclosed in the same gearcase. At the end, on each side of the handle bar, is a rubber bag; squeezing one makes the wheel cease to be 'free,' the other changs the gear."

Mr. DeMorgan certainly had great confidence in his invention to spend $1,500 on it after it was turned down by manufacturers who knew the demands of the trade for such inventions.

Another man had invented a coaster brake for a bicycle that had some merit, though somewhat complicated in its mechanism, and after securing a patent attempted to sell it to manufacturers of several well known high grade bicycles. But the value he placed on the result of his brain work was prohibitive to the men who would market it, and the inventor still has complete ownership in his patent while other inventors of coaster brakes, less extravagant in their demands, are enjoying fair incomes in royalties.

This man asked $5,000 for the right to manufacture the brake and demanded an additional compensation of 10 cents per brake on a guarantee of 300,000 per year. What an exorbitant demand this was may be realized when one thinks of this inventor receiving $35,000 the first year and $30,000 each year thereafter during the life of the patent. No business man would make a guarantee contract of such a number on an invention of this kind and the brake man probably has recovered from his dream of opulence by this time.

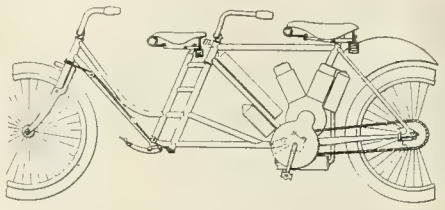
A device for locking bicycles when not in use was presented to a manufacturer, the inventor limiting his royalty to 25 cents per lock at the time.

It is thought this patent could now be purchased at the price of about three cents per lock, for no one is using it, probably because of the former modest (?) demand of the inventor who did not realize that not over 25 cents could be added to the retail price of a wheel bearing his device.

A number of other instances relating to the high prices demanded by inventors for simple patented appliances could be cited, but the above serve to show that the bicycle manufacturer is wise to the demands of the trade and knows the exact value of any invention that might be offered as an addition to the bicycle.

Hedstrom Invents a Motor Tandem.

Because of his connection with the Hendee Mfg. Co., and as suggesting that something of the sort is in preparation by that widely known concern, patent No. 895,753, which was granted last week to Carl Oscar Hedstrom, of Springfield, Mass., covering



a convertible bicycle and tandem frame, is of unusual interest. The arrangement includes a "bicycle frame, a complemental frame therefor" and a "foot-rest forming a part of the complemental frame and including a tubular unright member." The contrivance, as here illustrated, is such that the complemental frame may be coupled to a bicycle or motor bicycle frame by a dual attachment to the bicycle the forward portion including a seatpost, drop frame, and head. The foot-rest also includes a lever pivoted to the horizontal member of the complementary frame which is connected with a piston sliding in the upright tube. Between the piston and the foot lever a spring is arranged to normally hold the lever at the limit of its upward movement.

Little Fittings that Require Care.

When overhauling the motor care should be taken to observe whether the small pins which are used to keep the crank shaft bushings from turning are intact and of ample size. The utility of these little fittings is not always apparent, but their chief purpose will be understood when it is pointed out that once a bushing has turned in its bearing the inlet for the oil feed is cut off, so that the only lubrication which the journal can receive must come through the end of the bearing, working its way along the full length of the bushing.

Giving the Belt Necessary Slack.

A common cause of belt trouble with inexperienced riders arises from giving the transmission too great a degree of tension. This results in an unnecessary amount of strain on the bearings, causes undue friction, and does not increase the driving power of the belt. In addition to this it shortens its life and tends to cause the fastenings to pull out. Better results are obtained when the belt is run fairly slack.

WONDERS OF AUTOGENOUS WELDING

Oxy-Acetylene Blowpipe .Useful for Variety of Purposes—Its Nature and How It is Used.

One of the most wonderful processes known to modern times, and one which is applicable to all metal-working arts, by no means least of all to the bicycle industry, is what is known as the autogenous welding process, which involves the use of the oxy-acetylene blowpipe. Although this method of uniting metallic surfaces has been known for only about six years, it has already been adopted quite extensively while its use is growing with a rapidity which is remarkable in the extreme.

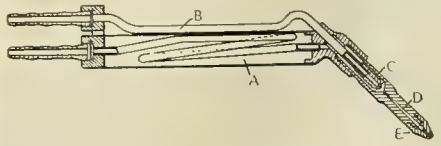
By its use it is possible to obtain a concentrated heat nearly, if not quite equalling that of the electric arc—previously the source of highest known heat—and of developing a temperature which has been estimated at 6,300 degrees Fahr. When it is considered that the melting point of steel is commonly rated at about 2,750 degrees, while platinum, one of the most refractory metals known, melts at 3,277 degrees, some idea of the utility of the flame may be obtained. When it is further considered that it may be handled almost as readily as the ordinary gas blowpipe, so well known to cycle repairers, while its cost, comparing welding with riveting, is about the same or even less up to a half inch thickness, the importance of this development of the metal worker's craft is plainly evident.

The principle employed is that of the oxy-hydrogen flame used in producing the so-called calcium lights for stereopticon and theatre lighting effects. The acetylene gas, which is the source of heat, instead of deriving oxygen for combustion directly from the air, receives it in concentrated form and under pressure, from a tank of compressed oxygen gas. The burner employed closely resembles the blowpipe used in brazing. That is to say, two feed tubes are attached to it, one to supply oxygen and the other acetylene.

The accompanying illustration shows the Fouché welding burner in section, as commonly used for hand work. At A, is shown a coil of fine-bore tubing through which the acetylene gas is admitted, the purpose of the great length of tube being to prevent backfires and the resulting explosions which might be very destructive. The tube terminates in a chamber immediately surrounding the jet, C, through which the oxygen is fed at a pressure of about 10 pounds per square inch, the supply entering through the tube, B. The mixing chamber is narrowed down to a very fine aperture immediately below the jet the two gases being forced through it at high velocity and into the conical tube, D, from which they escape at the nozzle, E, burning beyond the tip. Because the flame is not directly at the tip of the nozzle, the latter may be made of brass or even of copper if required.

In the welding flame the acetylene is under a pressure ranging from ¾ to 2 pounds per square inch. For cutting, the same combination flame is employed, but a third tube, carrying pure oxygen at high pressure is added and so placed that the stream of oxygen strikes the metal under treatment just in the rear of the flame.

In operating the burner the acetylene is first turned on and lighted, the pressure being regulated in such a way that the flame is localized at the tip. When the oxygen is turned on, its pressure is governed in such a way as to produce complete combustion, as shown by a practically non-luminous flame. The only visible element to indicate the presence of combustion, in fact, is a faint cone of flame, the tip of which is the center of greatest heat, which, like the center of the brazing flame, is directed at the point of the work which it is



desired to treat. If too much oxygen is present in the flame the metal will immediately begin to give forth fine sparks showing that it is burning. The excess then must be checked, if the welding or forging heat is being used. The fact that where there is an overabundance of oxygen for the combustion of the acetylene the heating action of the flame is accompanied by actual burning of the object against which it is directed, however, is utilized directly in the case of the cutting flame.

When cutting, the combination oxy-acetylene flame is first turned on and the edge of the metal to be cut is thus brought to a bright red heat. Then the pure oxygen is turned on immediately back of the heating flame, and the metal actually commences to burn in the narrow path heated by the leading flame. The amount of metal burned in this way depends upon the width of the heat created by the leading flame, and may be regulated according to the nature of the work in hand.

A surprising feature of the action is that the great heat generated is absolutely localized in the immediate vicinity of the flame. Thus, while the metal directly in the path of the oxygen jet is being melted and flowing from the cut in a stream of water-like consistency, the metal on either side is heated only to a red heat and that for a distance of not over half an inch. Further, it has been found that so great is the heat generated by the burning of the metal itself, that once the action has been started it is possible to shut off the leading, combination flame and continue the process with only a stream of pure oxygen directed against the cut. This is difficult to accomplish successfully, however, and generally is not practical under ordinary circumstances.

Somewhat the same action as in cutting is carried out when the flame is employed for welding purposes. In making a butt weld, or one in which the edges to be united do not overlap, the edges are cut away to form a V-shaped groove, the width of which at the top is about the same as the thickness of the metal. Into the base of this groove the welding flame is directed, the thin bottom edges being first melted. At the same time a piece of wire of the same material is held in the edge of the flame and kept at a bright red heat until the base metal commences to flow, when it is plunged fully into the flame and is melted, the metal flowing into the cut and at once uniting with the parts to be joined. This is continued until the weld is built up slightly above the surface of the surrounding metal when it leaves a joint which can afterward be dressed down, leaving a perfectly flush and invisible union.

So successfully may this process be performed that it is possible to unite dissimilar metals. Thus copper, brass or wrought iron may be united to steel, or brass to copper. The strength of the weld is about 95 per cent. that of the original metal.

The great concentration of the heat upon the part to be worked upon makes it possible to confine the flame to parts in close proximity to soldered or brazed work without affecting it. It can even be used for heating the metals and spelter of parts which are to be brazed together.

One field of usefulness which should recommend the flame to the manufacturer who has no direct use for it otherwise, is in the repairing of defective castings and other metal parts which are found to be useless under ordinary methods of treatment. Thus, blowholes in cylinder castings may be filled up at very slight cost, cracks filled in and the metal returned to practically its original strength; aluminum crank and gear cases may be repaired when flaws develop in finishing, and parts which ordinarily are brazed or riveted together may be welded at the same or even less cost.

Extinguishing a Carburetter Fire.

A simple method of extinguishing a carburetter fire, given by a foreign expert, is that of turning off the main fuel supply from the tank and racing the engine. This, it is claimed, will tend to create sufficient draught through the intake pipe to keep the flames within reasonable limits, while the amount of fuel contained in the float chamber is so small that the fire will soon waste itself without doing any damage, expiring as a matter of course as soon as the fuel is exhausted.

It is important that all pet cocks on the motorcycle be adjusted in such a way that there is no danger of their becoming closed as a result of the vibration of the machine. Unless the small screws which hold them to their seats are drawn up fairly tight, this is liable to occur.

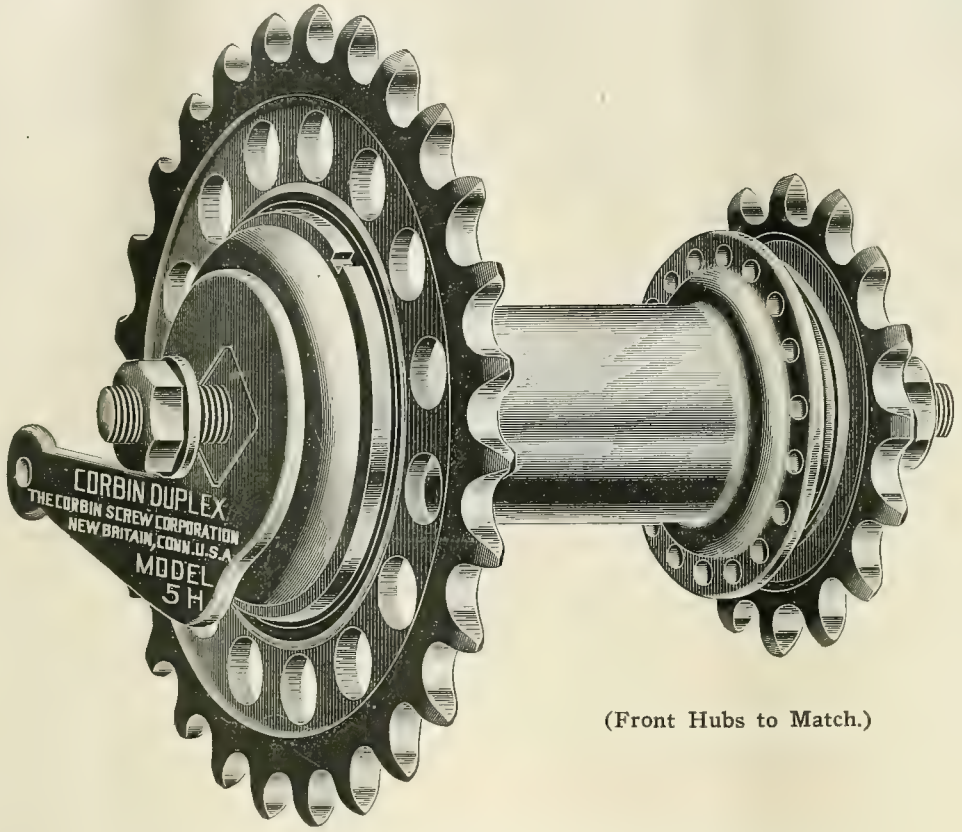
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NEW YORK, AUGUST 22, 1908.

Teaming; a Fraud on the Public.

It begins to appear that the unfair and unsportsmanlike practice termed "teaming," finally is arousing the resentment which it deserves. Last week, in Salt Lake City, a racing man was disqualified and fined for a too flagrant offense of the sort and a few days since the Newark (N. J.) News arose to remark that Kramer's combinations with Fogler "are robbing the sport of much of its interest."

"Teaming," is a practice against which the Bicycling World often has inveighed and that others now are taking up the cudgels constitutes a hopeful sign. Once legitimized by the National Cycling Association, "teaming" long since was placed under the official ban, but despite the fact, it has flourished openly and as openly been winked at.

Except in a formal team race, there is not and never was any sound reason for the existence of the practice. It is one that strikes at one of the most vital roots of honest sport, i. e., that every man shall ride to win and shall win on his own merits. When a competitor does not ride to win, he deserves punishment; when a man enters into an arrangement not to win, he not only deserves punishment, but should receive it and the other party to the deal should not be permitted to escape.

During the youthful years of cycling sport, the handful of professionals who then sought to make a living out of racing, found what now is termed "teaming" their most profitable policy. Their races were prearranged; they formed combinations; they took turns at agreeing to win and to lose; they split the purses. It was this sort of thing that made the word "professional" stink in the nostrils. It constituted a scandal. To be a professional was equivalent to being disgraced. Professionals practically were outcasts. None of the present generation can even begin properly to appreciate the feeling that then existed. In those days, they called things by their right names. The prearranged race was called a "fixed" race or a fake race, and to the men who entered into the combinations and who split purses were attached harsh definitions that do not look well in print.

"Teaming" is a fraud on the public. The public pays its money to see each and every man struggle honestly for supremacy—pays to see them ride to win. It pays to witness a fair field and no favor and it is buncoed when any of the contestants agree to lose or to accept money for so doing, in order that another man may win and that other men shall not have a fair chance to win. That is not a "fair field"; and when such men are permitted to "deliver the goods" without punishment it cannot be said that there is "no favor." When, as recently was the case, a racing man of undoubtedly speed and ability, bluntly admitted to us that he engaged in "teaming"—in agreeing to lose—simply because he could make more money than by riding to win, we do not believe that the shamefulness of the practice and the altered ideas that exist could be more vividly illustrated.

"Teaming" not only robs racing of its interest, but it alike robs the "unteamed" competitors and the spectators of their respective dues; also does it discourage the entry of new blood. There is no incentive for new men to enter the ranks in which victory is so largely a matter of prearrangement and of barter and sale. It is time for plain speech for it is high time the practice was broken up even if strenuous methods are required to do so. The disqualification of an occasional offender or the imposition of a ten dollar fine will not serve the purpose. The offense should be called by its right name and the offenders be laid on the shelf for a period sufficiently long to induce reflection and repentance.

Treading on Dangerous Ground.

According to reports, the Detroit Motorcycle Club, the president of which is in the police business, is taking steps to have defined the exact status of the motor bicycle and of motorcycles generally. Nothing is said indicating the nature of the proposed proceedings, but whatever it may be, the Federation of American Motorcyclists should lose not a moment in actively interesting itself. Of all matters affecting motorcyclists and the future of motorcycles, none is of such far-reaching importance.

The definition of the legal status of motorcycles, or action designed to force a decision that will beget such a definition, is one that should not be left to prentice hands, however well meaning. In the absence of anything else, courts are prone to call precedents to their aid and, as in Detroit, it is well to have a care in creating such a precedent without ample consideration and consultation and full information.

Being self propelled, and being equipped with motors, it long has been clear that technically, motorcycles may be classed as either automobiles or motor vehicles, but that they are bicycles, i. e., vehicles with two wheels, one behind the other, and in every other way reproductions and adaptations of the pedal propelled bicycles, should be equally clear to even the most profoundly judicial mind, but ofttimes there is no accounting for kinks in such minds and therein the danger lies. The bicycle, per se, has been legally defined as a carriage, but no one thinks of technically classing it as such within the accepted four-wheel meaning of the word, and motorcycles hold about the same corresponding relation to automobiles.

About the only definition of motorcycles that exists was inserted in the New Jersey automobile law at the instance of the F. A. M., i. e., "vehicles having pedals and saddle, with driver seated astride." It was placed there for no other purpose than to assist in answering "the question of all questions" when necessity should require. It is well, therefore, that it be kept in mind. But needless dallying with the question is akin to playing with fire. Numerous instances can be cited indicating that motorcycles are cycles and not automobiles, and are entitled to be classed as such, but the man who is not conversant with them had best leave the subject severely alone.

CORRESPONDENCE

Former President of F. A. M. Makes Reply.

Editor of the Bicycling World:

Extended absence from the city has made it impossible for me to take proper cognizance of the communication of F. A. M. No. 159, which appeared in your issue of August 1st, and which voices an opinion that some explanations are due from the F. A. M. officials of the reflections and insinuations regarding their administration of racing affairs which were made by Mr. W. F. Remppis, at the annual meeting of the F. A. M. last month. To a certain extent I agree with No. 159, who, however, does Mr. Remppis an injustice in assuming that the basis of handicapping had something to do with the Reading gentleman's rather general complaint. I do not pretend to be able to interpret his state of mind, but during my term as president of the F. A. M. I cannot recall any specific complaint on that point.

Previous to the F. A. M. meeting, I received several letters from Mr. Remppis—two of them on one day—and as nearly as I can make out his reflections and his desire to have the rules "overhauled," were inspired by the following causes: (1) At a race meet in Philadelphia, the judges placed a rider of one of his machines in third position, when one of his (Remppis's) employes and another tradesman decided that the competitor in question had finished second; (2), At a race meet in Providence, the scorers of a handicap event became so hopelessly muddled that it was impossible justly to pick the winner. Three different men claimed to have won, one of them a rider of Mr. Remppis's product. The referee very properly ordered the race run over. (3) Recently, some one told Mr. Remppis that in an economy contest held somewhere or other on some dim and distant date, one of the competitors had a sponge in his tank.

If there are any other specific causes, I am not aware of them, although Mr. Remppis's letters to me appear to make evident that the definition of a stock machine has caused him worry and that he entertains no overpowering affection for several of his competitors, one of them in particular.

To Mr. Remppis's effusions, which reached me previous to the F. A. M. meeting, I replied on May 5th, as follows:

"Dear Sir: Your two letters of 3d inst. are received. I was not wholly unprepared for them, as one of my recent visitors laughingly assured me that 'Remppis was preparing to call on the F. A. M. to stop the Indian from winning,' as he expressed it.

"I am not familiar with the details of the two cases to which your letters refer, but I should think that you, Mr. Remppis, having dealt with racing men for a number of years, and having on several occasions expressed your opinion of them, would be slow to let their complaints arouse you to such an extent and to use them as a basis for intimating your belief in crookedness on the part of officials.

"Personally I have been actively connected with sports for over 23 years. I raced a little myself and have served as an official on very, very many occasions, and I want to say to you that never in this long stretch of experience do I recall one single instance when any official knowingly, or wilfully, descended to methods which by any stretch of imagination might be called crooked. I have known a few weak ones to have changed their decisions because of clamor, or the opinions of others, but even under such circumstances their action was not born of dishonesty.

"One of the most common mistakes on the part of officials has been errors in scoring, but so long as men remain human I presume such mistakes will continue to occur and that complaints will result. If, however, you think that scoring is a simple task, I earnestly advise you to undertake the job a few times. You will discover how such mistakes might be made, and also how much better positioned to tally correctly are the officials than are men on the outside, and perhaps you then will have more sympathy for the officials and be not so ready to believe that such mistakes spring from dishonorable motives. On the other hand, and as a result of my long experience, let me tell you that it is my belief that one of the chief aims of 50 per cent. of the men who engage in competition is to "beat the rules," and to get the best of the officials. It is also my experience that the average racing man's idea of a square deal and decent treatment is the decision which is not against him personally. The decision which does not uphold his protest or complaint is unfair and indecent. It reminds me very much of what the silver-haired chief of the freight claim department of the railroad for which I worked in my early days used to say. Every man who came into the office with a claim was looking only for 'a square deal'; he only wanted 'what was right', etc. It was the habit of the gentleman to whom I refer to make this reply to such people: 'Yes, but you want to be the judge of what is right.' The trouble with you, Mr. Remppis, is that you view racing, and the results thereof, through commercial spectacles. With the officials, it is a case of men rather than machines, and an official's word and judgment is quite as good as the judgment of any other man.

"I believe that 999 men out of a 1,000 are honest men, and I am not ready to believe that crooks are so numerous as your informants would make appear. If any mistakes have been made by officials, I believe they are honest mistakes. As for the average racing man, when he fails to win he must have excuses, and, as you know, 'blaming the umpire' is proverbial. Personally, practically all of the unpleasantness I have had since my connection with the F. A. M. has been due to men who have been trying to beat the rules. You are well aware of what I have done at such times, and you also know some of the men whose enmity I have incurred in seeking to checkmate their schemes. I am confident that every other man who has served as an official occupies the same position. Motorcycle racing is on just as fair and just as respectable a basis as bicycle racing, or any other sport. The chief difference is that the trade is not so deeply interested in the other sports, and as a result the participants do not carry their grievances and excuses to the manufacturers whenever they think they have reason to do so. Only this week I heard the sponge story to which you refer, but of course, no names were mentioned, and, coming a year, or years, after the alleged crookedness was carried out, nothing can now be done. It strikes me as being a bit odd that we do not learn of these things until they are dead issues and beyond investigation. You know we heard the story of secret compartments in advance at the time of the Waltham meet, and that the officials got the laugh when they prodded into the tanks and found nothing of the sort.

"At any time that evidence is submitted, and protests made in proper form, I do not think you will find that any official of the F. A. M., or of any other sports governing body, will shirk his duty, but I think you will be fair enough to admit that they cannot deal with generalties or mere opinions. I often think that perhaps the best way out of the trouble would be for disinterested men in the F. A. M. to stand aside and allow manufacturers themselves to take their positions, frame the rules and attend to their enforcement. If you would like my job, and I can speak also for the secretary and chairman of the competition committee, I assure you that you can have your choice of any of these offices, at least, and on our part we will join in a vote of thanks for the great relief afforded us. We are anxious to step out as soon as possible, being solicitous only that our successors are men who will work and not prove mere figureheads as so often has been the case. I am sure that after a year or two of service of this sort you will be ready to admit that such letters as those of your of the 3d do not rightly come under the heading of the square deal of which you speak.

"At best, the position of an official is a thankless one. There is neither glory, medals, nor salary attached to it. They are working for no one man, or no one manufacturer, and solely for the good of the whole cause. However much disgruntled competitors may question their integrity, and give voice to vaporings in which self-interest is uppermost, they look to men like yourself to be fair and to extend as much consideration to them as is given to the disgruntled persons in question."

Although I incline to the belief that this letter is fair and courteous it may be that it aroused Mr. Remppis to make his plea for an "overhauling" of the rules. I certainly have no great objection to such an action and it gave me real pleasure to appoint Mr. Remppis chairman of the "overhauling committee," despite his objection and despite his disclaimer that he knew nothing about racing. Although F. A. M. No. 159 may consider the appointment "remarkable," I feel reasonably sure that it will be justified by entertaining results.

R. G. BETTS.

COMING EVENTS

August 29, Hartford, Conn.—Hartford Motorcycle Club's hill climbing contest.

August 30, Baltimore, Md.—Curbstone Wheelmen's 10 miles handicap road race, Mace's avenue course.

September 7, Milwaukee, Wis.—25 miles handicap road race, open.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

FAST FLIGHTS ON ALGONQUIN HILL

Bernard, Huyck and Lyon Share the Honors—Van Sickle Thrown Far in a Sensational Spill.

For the second time this year, the Chicago motorcyclists journeyed from their home town, which is almost as mountainous as a billiard table, and sought out the hills that have served to make notable the little town of Algonquin, which also is in the State of Illinois. The primary cause of the exodus was the Chicago Motor Club's automobile hill climbing contest at Algonquin, to which the Chicago Motorcycle Club had been permitted to add a series of four motorcycle events.

Originally the automobile contests were to have been run some two months ago, but on that occasion, after the motorcyclists had made their morning trials, the bloomin' rain came down and necessitated postponement until Saturday last.

The automobilists ran their events on a formulae basis, which required ascent of two separate hills, one in the morning and the other in the afternoon, the total time of both trials being a factor in the results. On the original date, it was the intention of the motorcyclists to follow the same procedure, but when Jupiter Pluvius interferred, only the morning trials had been decided. Since that time a considerable conflict of opinion has existed in Chicago. One side thought that the performances in June last should be entirely wiped off the slate, and that a "double bill" be run on Saturday. Those who took the other side of the argument maintained that there was no justice in depriving men of honors which they had already won. Since postponement the advice of former Chairman Douglas, of the F. A. M. competition committee, was sought, and he upheld the latter view. Accordingly, the results in June were permitted to stand as a separate contest, and on Saturday last the trials were in the nature of a new contest. Only one trial being necessary no formula was brought to bear.

The honors of the day were well distributed. Fred Huyck, on an Indian, and Thomas Champay, on a Torpedo, tied in the 21.10 class. These were the only starters on the little machines, which shows what has been quickly wrought by the whirligig of time. Little more than a year ago the 21.10 was the most numerous class; since then the call for more powerful machines has increased at an astounding rate.

Huyck, on a bigger Indian, was "alone in his glory," in the 30.50 class, which he captured in handy fashion in 33⅕ seconds.

In the "big" class, 61 cubic inches, Harvey Bernard, on a Harley-Davidson "twin," took the honors in 31⅘ seconds, the fastest motorcycle ascent of the day. It was the first time the Milwaukee made "twin" had made its appearance in competition and its victory marked an auspicious debut. Charles Van Sickle (7 horsepower Indian), was the runner-up in this class. He claimed that a plug connection had worked loose. Later in



FRED HUYCK, INDIAN

the day, on the same machine, he essayed another flight up the hill, and while going at a terrific pace he lost control of his machine and took a sensational spill. He ran into a ditch and the man and his mount were thrown 40 feet off the route. But marvelous to relate he did not sustain so much as a scratch.

In the 30.50 class for machines with road equipment, A. G. Lyon, on an Excelsior,



HARVEY BERNARD, HARLEY-DAVIDSON

took the honors in 42⅗ seconds, Huyck and Bernard finishing next in order.

The summaries:

For machines of 20.10 cubic inches or less.

Fred Huyck, Indian	0:40⅘
Thomas Champay, Torpedo	0:40⅘

For machines of 30.50 cubic inches or less.

Fred Huyck, Indian	0:33⅕
J. A. Turner, Merkel	0:34⅖
Samuelson, R-S	0:34⅘
W. Davidson, Harley-Davidson	0:36⅘
Charles Van Sickle, Indian	0:38
Harvey Bernard, Harley-Davidson	0:38⅕

For machines of 61 cubic inches or less.

H. Bernard, Harley-Davidson	0:31⅘
Charles Van Sickle, Indian	0:33⅖
Fred Huyck, Indian	0:34
H. L. Terry, Harley-Davidson	0:37⅖
Delling, Magnet	0:42⅘

For machines with full road equipment of 30.50 cubic inches or less.

Arthur Lyon, Excelsior	0:42⅗
Fred Huyck, Indian	0:46
H. Bernard, Harley-Davidson	0:46⅗
G. W. Lyon, Torpedo	0:47
Delling, Magnet	0:49⅕
W. Davidson, Harley-Davidson	0:50⅗
J. S. Woodworth, Excelsior	0:54
Wirth, N. S. U.	0:56⅗

Walthour Decisively Defeats Darragon.

Walthour once more appears to have found his winning streak. On August 15 he gave Darragon a decisive beating at Lyons, France. The match was run in three heats at 25, 40 and 15 kilos, respectively. In the first heat "Bobby" set such a pace that Darragon gave up before the finish. Not having overexerted himself in the first heat, Darragon won the second heat, leaving Walthour some 400 metres behind. In the third and final, for the short distance, the American took no chances and left Darragon to follow him practically all the way.

Sixty Miles Inside the Hour at Last.

After years of effort, the record seekers' at last has been reached and with more long sought goal, 60 miles inside the hour, than a mile to spare. Cable dispatches from Berlin announce that on August 18, Wills, the English crack, went over the 60-mile mark in one hour, by covering the remarkable distance of 61 miles 974 yards. The stupendous performance took place at the Munich track, which was the scene of the previous world's record of 59 miles 30 yards, made by Paul Guignard in 1906. Both records were made behind pace against time.

Cleveland Organizes a Motorcycle Club.

Cleveland, Ohio, at last has a motorcycle club, which, judged by the personnel of its officials, should do much to keep the world informed that the Ohio metropolis is on the motorcycle map. It was formed on Wednesday last under the title Cleveland Motorcycle Club, and with the following officers: President, A. M. Hannaford; vice-president, C. R. Cannon; secretary, C. W. Shulters; treasurer, Gus Burri; captain, L. J. Mueller (the cross-continent record holder); lieutenant, A. W. Strople.

Smith Holds the "Battery Record."

C. M. Smith, a Los Angeles (Cal.) motorcyclist, must come close to being the holder of the "battery record," Smith, who is a gas and hydraulic engineer and who rides an Indian, has attached his signature to a certificate that out of one set of three standard Indian dry cells he obtained 3,215 miles of travel. He covered that distance in about 3½ months.

Race Meet in Honor of Olympians.

"In honor of the returning Olympic athletes," P. T. Powers will hold a bicycle meet in Madison Square Garden, New York, on August 29th, the day of the formal reception. The feature of the Garden meet will be a 25 miles paced race.

MORAN BEATS WILEY AND BUTLER

Exciting Triangular Race at Clifton—Derosier Wins Unpopular Victory—"Sunny" Briggs in a Fatal Ride.

Out in the Clifton (N. J.) belt, some folks have evidently been having pipe visions, for after nearly every meet claims for world's records galore go forth from the Stadium. On Sunday, August 16, Jake Derosier was said to have shattered a world's motorcycle record for five miles in the great time of 5:20⅗. This sounds very fine when shouted around Paterson, but on February 22, of this year, at Los Angeles, Cal., P. J. Q. Derkum, in competition, made five miles from a standing start in 4 minutes 58⅘ seconds—a trifling matter of 31⅗ seconds better than Derosier's time.

Also in the two-thirds mile, Fred Jones of Passaic covered the distance in his heat in 1:22⅖, and when he beat this by 4⅕ seconds in the final, it was claimed that he broke a world's record; but he didn't.

The final of this two-thirds mile was won by Frank M. Eifler, of New York, with Jones in second place, and Adam Beyerman, of New York taking third. The time was 1:18⅕.

The feature for which the enthusiasts were on edge was, of couse, the 20 miles motor paced race between Jimmy Moran, Nat Butler and George Wiley, this being the first of the series which will decide the middle distance championship of America.

Moran was paced by Derosier, Butler by Mitchell, and Wiley followed Ruden. After a splendid start, Butler went to the front with Wiley and the Chelsea rider trailing. Butler set a hot pace for two laps only, when Moran slid by him and was never headed thereafter. At the end of the sixth round, Moran lapped Wiley and repeated this performance in the twelfth. Butler also lapped the Syracuse boy before the tenth circuit. Moran managed to keep about three-quarters of a lap ahead of Butler and the trio continued in this order until the seventeenth mile, when Ruden started to carry Wiley around at a dizzy clip. The two leaders were caught napping and before they realized what had happened, Wiley had picked up half a lap. From then on, he began to gain ground and the spectators cheered him again and again. However, the race was too near the end for him to recover all he had lost and the finish saw Moran half a lap ahead of Butler and a lap and one-half in front of the plucky little chap from Syracuse. The time was 31:47⅖—remarkable, considering that the riders were paced by small motors.

The five miles motorcycle handicap resulted in a howl. Ruden gave a great exhibition of game riding—one of the gamiest ever seen on any track—and the crowd thought he had won, and howled when Derosier was returned the winner. Derosier conceded a lap (one-sixth of a mile) to Ruden and Mitchell, and two laps to King, owing to differences in horsepower. Derosier rode the first mile in one minute flat, overhauling the one lap men and in the second mile he passed Johnny King. Ruden and Mitchell also got by King in this lap and stuck side by side for some distance. Then Mitchell shot ahead and took the pole, Ruden going up the bank. As the two swung around near the back stretch bleachers, Derosier came up and whizzed so close to the railing that people screamed. His machine swerved suddenly and hit Ruden's leg lightly. It was enough however to set Ruden wabbling, and forced him up the bank again. He made an effort to control his machine, going nearly a lap with his feet dragging, and finally righting it, set out after the leaders. It was a most daring piece of manipulation that has ever been witnessed on this track, and although set back a good deal by the collision, Ruden received more applause at the finish than the winner. The crowd also vociferously manifested its disapproval when the judges' decision announced that Derosier had won, with Mitchell and King in first and second, shutting out Ruden for a place.

The three miles handicap went to J. M. Eifler, who started from scratch in 6:44⅖. He had a tough tussle for second place in his heat, but in the final, he beat out Mike Journay of Nutley, N. J. (60 yards), and Hugh McPartland of Boston, who began 180 yards to the good. Fred Jones, from scratch, drew fourth place.

Peter Droback, of Boston, captured the one mile consolation event, with McPartland, Beyerman, and Zanes, of Newark, following in the order named.

Previous to the first race and while the first spectators were arriving, an unfortunate fatal accident to William ("Sunny") Briggs, marred the occasion. The little pacemaker had ridden on this saucer a number of times and had engaged on this occasion to pace Moran in the 20 miles event. Although it had "cut capers" with other riders, and Briggs was warned of its flightiness, he nevertheless undertook to try out a 7 horsepower Simplex which had been brought to the track. He got going at close to a mile-a-minute clip, and then coming down the back stretch the front tire exploded and the machine began to wabble. He tried desperately to regain control but when passing the grandstand, the motorcycle swerved upward and Briggs put out his hand in a vain effort to protect himself as the machine crashed into one of the upright supports, but his arm was snapped and he crashed headlong into the post. His skull was fractured and he was past earthly aid when Derosier picked him up after he rolled down the track and rushed him to a hospital in an automobile. Briggs was 28 years of age and a native of Boston. He was once an amateur boxer of note, and also had served as a pacemaker for Jimmy Michael and other former cracks. He only recently returned to the sport.

After Briggs' death and their own close shaves later on, Ruden and Derosier declared that the track is too small for motorcycle racing and that henceforth they will ride with not more than two men on the track, each starting from opposite sides.

Two-thirds mile, amateur—Won by Frank Eifler, New York; second, Fred Jones, Passaic; third, Adam Beyerman, New York. Time, 1:18⅕.

Twenty miles motor paced race, professional—Won by Jimmy Moran; second, Nat Butler; third, George Wiley, Passaic. Time, 31:47⅖.

Three miles handicap, amateur—Won by Joe Eifler, Brooklyn (120); second, Mike Journay, Nutley, N. J. (60); third, Hugh McPartland, Boston (180); fourth, Fred Jones, Passaic (scratch). Time, 6:44⅖.

Five miles motorcycle handicap, professional—Won by Jake Derosier, Paterson (scratch); second, Arthur Mitchell, New Orleans (one lap); third, Johnny King, Newark (two laps); fourth, Carl Ruden, Manchester, N. H. (one lap). Time, 6:44⅖.

One mile consolation, amateur—Won by Peter Droback, Boston; second, Hugh McPartland; third, Adam Beyerman; fourth, Jimmy Zanes, Newark. Time, 2:14⅕.

Taylor Cleaning up in Italy.

Major Taylor has been holding forth in Italy of late and has been giving Milan some entertaining exhibitions of trouncing the Italian professionals. On August 7 he tied with Messori in a four cornered match race which included Taylor, Messori, Kudela and Singrossi. In the first heat Taylor won, with Kudela and Singrossi second and third. In the second heat Messori took first, with Taylor second and Kudela third. The third heat Messori also won, against Singrossi and Kudela, second and third. In the fourth, however, Messori had to be satisfied with second, Taylor coming in first and Singrossi third. The series left Taylor and Messori a tie, while Kudela and Singrossi were likewise tied for third and fourth.

Taylor and Messori came together again in a match race on August 10, when Taylor once more tucked him away easily by winning the first and third heats. In a handicap event at the same meet the American negro rode from scratch and defeated the whole field, beating out Messori by a wheel.

Peoria Ready for Its "Chicken Run."

According to its time-honored custom, the Peoria (Ill.) Bicycle Club will hold its "chicken run" this month. Crawl's hotel at Mossville is the rendezvous and the event comprises an evening run out from Peoria with more than enough chicken dinner in prospect to fill the void created by the ride. This also will be the occasion of the annual meeting of the club, and in order to attend it some of the older riders who have outlived their riding days, will be forced to make the trip by rail. The majority, however, will use their bicycles as the traditional thing to do as well as because of the appetizing and consttutional effects.

STEIN BIDS FOR A CHAMPIONSHIP

Takes Lead by Capturing Amateur Event at Newark—Kramer Winning Again—Schlee Loses Temper and $10.

Continuing his climb up the amateur championship ladder, Charles Stein, the speedy youngster from Brooklyn, won the N. C. A. one-third mile championship at the Newark Velodrome in handy fashion on Sunday, 16th inst., defeating Fred Hill, Dave Mackay, and Harry Vanden Dries in the final heat and incidentally breaking the tie for first place with Hill and George Cameron. Stein now has ten points to his credit, and Hill and Cameron five each; and there are but three more races in the amateur championship series to be run this season. It was, of course, the event of the day.

In the professional class, Kramer made his first win in three weeks by taking the one-third mile handicap, after being pulled the first of the two laps by Fogler, who considered his duties finished at that point and dropped out. Floyd Krebs repeated his victory of the previous Sunday by again winning the ten mile open, Kramer and Fogler not appearing as entrants in this event. The lap money in the ten mile went chiefly to Norman Anderson, who finished third after taking 21 of the 60 laps. In the amateur races Fred Hill, while having missed winning the championship event, registered a first position in the two mile handicap, while H. F. Missimer, of Brooklyn, matriculated by winning the half-mile novice.

The trial heats and semi-finals of the championship developed plenty of ginger, but the final was a procession, in no small measure due to the fear of an alleged Hill-Stein combination which caused the others to lose heart. In the four heats the winners were Stein, Hill, Oscar Goerke and David Mackay, while the second men were Walter Schlee, Charles Franks, W. A. Penn and Harry Vanden Dries. In the semi-finals, which were run in two parts, Stein, Hill, Franks and Schlee were together, and it was a rousing sprint all the way. Franks rode even with Stein and Hill until the last turn when he was left to take a freight train in, while Stein and Hill went ahead on the limited to qualify, in the order named. The second semi-final brought Mackay, Penn, Goerke and Vanden Dries to the line. Mackay caught the others napping in the home stretch, riding around the outside and beating Vanden Dries who was too busy watching Goerke.

The pole fell to Stein in the final, with Mackay and Hill up the tape and Vanden Dries on the outside. At the gun Stein climbed the track and Hill got his wheel before Mackay could locate it, thus putting the two fastest men together. This rattled Mackay so badly that he threw away whatever chances of winning he might have had. On the back stretch Vanden Dries was willing to sacrifice to overhaul the leaders and calling to Mackay to tack on, he made a fast pull to the front. Mackay, however, was discouraged and did not take the opportunity that was presented to him, Vanden Dries looking around in vain for him after having supposed that he had pulled him into a good position for the final sprint. Stein won without much of a struggle from Hill, who simply followed him over, while Mackay came third and Vanden Dries last, tired out with his effort to pull Mackay toward the front.

In the one-third mile pro handicap, Kramer got assistance not only from Fogler, who spent himself in pulling up the champion to the bunch, but from Saxon Williams, who, as the limit man at 35 yards, was very reluctant to get started and enjoy the advantages of his position by setting a fast pace. In fact he was so deliberate that he slowed the pace considerably and it was just a matter of choice with Kramer when the second and final lap was begun as to which position in the bunch he would select from which to make his homestretch sprint. On the back stretch he rode out even with the leaders and after the turn was rounded showed them his back wheel. Teddy Billington came in two lengths later and Krebs another length behind, while Williams was the next country heard from after a two lengths' interval.

The non-appearance of Kramer and Fogler in the ten mile open caused considerable talk, and the announcer was finally compelled to give the crowd an explanation by saying that neither had entered in the race. This led to a report that they had decided to ride only in the short events hereafter. Of the 16 men who started only six were left by the time the last mile reeled around. The final sprint began one lap ahead of the bell and was started by Eddie Root who pulled John Bedell to the front for the struggle at the finish. The fight lay between Bedell, Krebs and Anderson, but after Bedell had led for almost all of the last lap, Krebs beat him to the line. Anderson finished third.

Among the incidents that winnowed out the ten unfortunates in the race was a fancy fall by Oscar Haug. When he started to go he grabbed Charlie Schlee and pulled the latter with him. After things were untangled Schlee promptly handed Haug a heavy wallop on the jaw with his right, and Haug dropped. Schlee was summarily fined $10 for his "pleasantry."

The summaries:

Half mile novice—Won by H. F. Missimer; second, Charles Harenburg; third, P. Hench. Time, 1:09.

One-third mile N. C. A. championship, amateur—Won by Charles H. Stein; second, Fred Hill; third, David Mackay; fourth, Harry Vanden Dries. Time, 0:42.

One-third mile handicap, professional—Won by Frank L. Kramer (scratch); second, Teddy Billington (35); third, Floyd Krebs (15); fourth, Saxon Williams (35). Time, 0:38.

Ten mile open, professional—Won by Floyd Krebs; second, John Bedell; third, Norman M. Anderson; fourth, Eddie Root. Time, 23:12⅗. Lap prize winners, Anderson 21, Williams 17, Ashurst 6, Halgin 5, Appleton 4, Haug 2, Hill 2, Rupprecht 1, Bedell 1.

Two miles handicap, amateur—Won by Fred Hill (scratch); second, Ernest Jokus (160); third, Oscar Goerke (40). Time, 4:39⅘.

Tyner and Schudt Defeat Canadians.

At Hamilton, Ontario, Canada, on Sunday, August 16, a couple of Americans from Buffalo, N. Y., went up and showed the natives how to ride bicycles. This was at an athletic meet held at the Brittania Park track where several of the Olympian games stars were performing, and incidentally breaking world's records.

When the five miles bicycle race was called, all of the Canadian Olympic stars and many more, started. W. Tyner and Fred Schudt, the two Buffalonians, started with them, but they did not stay with them. They led them, Tyner going out with a wet sail and winning in 33 seconds, but Schudt was nipped by McMillan, of Toronto, and finished a close third. McMillan, of Toronto, and Doc Morton, Harry Young and William Anderson, the Toronto Olympian men, were among the "also rans."

Schudt showed his mettle in the mile race, disposing of Clark, of Hamilton, and Morton, of Toronto, in that order, in 2:24⅗, while he also got second in the quarter-mile, which was won by Clark. Young was third. Tyner lost his heat and so failed to qualify for the final.

Exciting Incident in Motorcyclists' Run.

When men attempt to do things outside the field in which they are expert, things frequently happen, as two prominent motorcyclists discovered in their efforts to accompany in an automobile the New York Motorcycle Club's run to Mt. Beacon, N. Y., last Sunday. When they elected to go along, W. H. Wray and Walter Goerke, decided to use four wheels instead of two, as usual, but at a halting point Wray decided that he'd like to try Capt. Chapple's N. S. U., and Chapple turned it over to him, taking a place in the car. Wray handled the motorcycle in good style but the runabout, in being driven to the side of the road to make room for an oncoming touring car, dropped into a ditch and threw Goerke a distance estimated at 30 feet, while Chapple was pinned behind the steering wheel. A wagon had to be called for the runabout and the touring car took Chapple and Goerke back to New York. They were not seriously injured. Most of the motorcyclists returned by the Peekskill and Poughkeepsie route over which they had come, but a few took the boat down the Hudson to Manhattan, giving variety to the trip.

ROOT RIDES GAMELY BUT LOSES

He Puts Rings Around Wiley, but Pace Fails Him—Anderson and Hill Other Winners at Newark.

Under the flaming arc lamps, which light the track as brilliantly as daylight, a motor paced race of one hour gave the crowd at the Newark (N. J.) Velodrome plenty of opportunity for cheering and enthusiasm on Wednesday night, 19th inst., and the cheers were not all for the victor, George Wiley, but were handed out liberally to Eddie Root for his brilliant gains after encountering most unfortunate difficulties with his pace. Supporters of John Bedell and Nat Butler also had their periods for yells of delight, but Root's game struggles to make up lost laps aroused general admiration. In addition to the motor paced race, which was the main event of the evening, there was a two miles invitation professional race and a three mile repechage handicap for amateurs. Norman M. Anderson took first honors in the pro event and Fred Hill won the amateur handicap from scratch.

The first four miles of the motor paced race went smoothly, with Root, Bedell, Wiley and Butler all on even terms. The motor of Jake Derosier's machine, which was Root's pace, then got so hot that it was burning its rider's knees and he had to stop, leaving Root to plug away alone until repairs could be effected. When the machine was brought back on the track, Root called for speed and set out a terrific clip back of it. He lapped Wiley about once in every three miles and had gained several of his 18 lost laps before things went wrong with the pace again. Butler had dropped out at the 13th mile and Johnny King, who had been his pace, picked up Root until Derosier could make the change to his big motorcycle and take Root on again. The big machine was not fitted for pacemaking and had no roller, but Root hugged it very close and gained six laps before the race was over, and was riding strong at the finish.

When Root's pace had gone wrong the first time, Wiley and Bedell had set a swift gait and gained about three miles before he got going again, after which they took things easier and did not worry about his occasional picking up of a lap. Wiley rode perfectly and did not lose his motor for an instant, the two going around like one piece of mechanism. He gradually crawled away from Bedell and got three-quarters of a lap ahead, which position he kept until toward the close when he closed the remaining gap and lapped him. Bedell was working hard and did not have the steam to attempt to fight him off. At the bell lap, Wiley showed a surplus and hit it up for another gain of almost half a lap, Bedell not preventing, as he was sure of second, a lap and a half behind. Wiley had covered 35 miles and 4 laps, Bedell next, and Root third, with 33 miles and 3 laps, his gain being something over a mile.

Except for the reappearance of Charles Sherwood after a season in France, the list for the two miles professional was scarce of stars, Kramer, Krebs and Fogler not entering, and Bardgett up in Buffalo on a visit. The first heat brought in Edward Rupprecht, Saxon Williams, Joseph Halgin, Teddy Billington, and Thomas Smith as the qualifiers, it being the faster heat of the two thus making five to quality. Four qualified in the second heat, they being Norman Anderson, Alfred Ashurst, Charles Sherwood and Al Guery. The final lay between Rupprecht and Anderson while the others scrambled for lap prizes, of which Halgin got six and Billington three. Anderson beat Rupprecht by a length, with Williams third and Smith fourth.

The amateurs in the three mile handicap were lined up in third-mile heats, the men for each mark being grouped in a heat, one man to qualify. For the non-qualifiers in these heats a three mile trial handicap was run, with five men to qualify. In the final Fred Hill took first from scratch, after a tussle with Dave Mackay (50 yards). Oscar Goerke landed third, from the 100 yard mark.

Major Weed, the 67-year-old transcontinental tourist, rode his New York-San Francisco Racycle around the saucer for two laps to show the crowd how a real bicycle tourist looks. His appearance created much interest and hand clipping.

The summaries:

Three mile repechage handicap, amateur—Won by Fred Hill (scratch); second, David Mackay (50); third, Oscar Goerke (100). Time, 6:48⅘.

Two miles invitation, professional—Won by N. M. Anderson; second, Edward Rupprecht; third, Saxon Williams; fourth, Thomas Smith. Time, 4:19⅗.

One hour motor paced race, professional—Won by George Wiley; second, John Bedell; third, Edward Root. Distance, 35 miles 4 laps.

Clubs to Contend for Pierce Trophy.

Clubs will battle on September 20, at the Golden Gate Park Stadium, San Francisco, for the Pierce trophy. This event, ridden in ten heats, each of which is a race, will be interesting as well as out of the ordinary. The score will be determined by adding the time of each rider in a club for the ten miles, and the club making the best aggregate time will be awarded the valuable trophy. This must be won three times before becoming the property of a club. The Pierce people will also give a special prize to the rider making the fastest time for 10 miles.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MACLEAN BEATS COLLINS A MILE

Chelsea Crack Shows Perfect Pace Following in 20 Miles Match at Revere—Lynn Lad a Poor Loser.

Before a crowd of 5,000 Elmer Collins disappointed his partisans at Revere Beach, Mass., last Saturday evening, 15th inst. The Lynn rider was not keyed up to his recent pitch and let Hugh MacLean beat him by a whole mile in the 20 miles match motor paced race for the "track championship." Collins lost his pace about the 15th mile of the terrific struggle, after having held his opponent on even terms. MacLean, having secured the lead, increased it at once, and put himself out of danger. He was in splendid shape and stuck to his pacemaker like glue.

The start was made from opposite sides, MacLean hitting it up to such purpose that at five miles h ealmost caught Collins. Failing to pass his opponent, MacLean dropped back and stopped wearing himself out, being content to trail until the 15th mile, when Collins's pace failed him. Collins claimed that his losing was due to an accident to his pacing outfit and that he should have been allowed a mile to pick up again, after being unshipped. The referee, however, refused to allow it, and the Chelsea rider was given the race. MacLean's time in the race was 28:43⅗.

Triple Centuries in C. R. C. of A. Ride.

Five triple centuries, twelve doubles and fifteen singles were the net result of the postponed moonlight double century run of the Century Road Club of America which started on Saturday, 15th inst., and in which 40 riders participated. The triple century group started in the morning while the others started at 7:10 p. m., the finish taking place at 6:01 p. p. on Sunday, 16th inst., more than an hour within the 24 hours allowance for the 200 miles. Several spills took place during the night on the course on Long Island, but no serious accidents resulted.

The pacemakers for the double century were George Hausenbauer, Alfred H. Seeley, I. Crook, J. W. Hedden and H. E. Grupe. The 300 mile men to finish were Charles Hansenbauer, J. W. Hedden, W. L. Cummings, Phillip Katz and S. Segal, of which bunch Hedden showed his staying qualities by acting as a pacemaker for the double after completing his first 100 miles. The finishers in the 200 mile class were George Hausenbauer, A. H. Seeley, F. E. Mommer, I. Crook, Joe Noe, J. Mendenhall, F. Blecker, M. J. McMahon, W. L. Russell, F. Bennett, J. De Bruyn and H. E. Grupe. The majority of the starters were content when they had finished the moonlight century and were very well satisfied to spend the daylight hours of Sunday in rest.

REFEREE PUTS BAN ON TEAMING

Berry Disqualifies and Fines Palmer at Saltair—Mayer Wins Sensational Race—Lawrence Trims the Amateurs.

Salt Lake City, Aug. 16.—W. Pedlar Palmer evidently thought that Referee Berry was joking to-night when the latter warned the riders at Saltair against team work on penalty of disqualification. Accordingly, during the two miles lap handicap, professional, Palmer proceeded to flag the scratch men so that the limit markers could get away with the money. The referee promptly disqualified Palmer and fined him $10 in addition, for this kindness. The rider then began to take Berry seriously

The race was won by W. L. Mitten, who started from the 105 yards mark; Schnell, from 125, beating out Devonovitch (100) for second place by half a wheel. Mayer from scratch was fourth. From the start, all contenders apparently rode to win, McFarland, Mayer, Clarke and Downing working hard to catch the limit men. All of these were fast cutting down the gap, when Palmer took the pace. He slowed down and held the bunch and was cautioned by the referee. When he flagged the scratch men a second time, he received disqualification greetings. The time was fast, 3:47⅖.

The sensation of the evening was the half mile open professional. Nearly all of the men made a good getaway, but Mayer, the German crack, was an exception. He started slowly, but went at it with hot tires, however, and on the second lap reached the front and held his lead until the finish. On the last lap Clarke challenged and the two had a rare fight to the tape, the German getting the verdict by inches. McFarland, Downing and Palmer followed in that order, closely bunched. The winner's time was 1 minute 1⅗ seconds.

T. M. Samuelson overshadowed F. E. Whittler by almost a lap in the five miles motor race, covering the distance in 6:07⅗. The riders started from opposite sides, Samuelson at once beginning a steady gradual gain.

The two miles handicap, amateur, was won by Percy Lawrence, who started at scratch. He quickly collared Halsted and Diefenbacher and then gave chase to Meyer (25 yards), whom he caught and held safe by less than half a wheel, in 6:07.

The summaries:

Two miles handicap, professional—Won by W. L. Mitten (105); second, Schnell (125); third, Devonovitch (100); fourth, Mayer (scratch). Time, 3:47⅖.

Half mile open, professional—Won by Mayer; second, Clarke; third, McFarland. Time, 1:01⅘.

Five miles motor race—Won by Samuelson; second, Whittler. Time, 6:01⅗.

Three miles lap handicap, amateur—Won by P. Lawrence (scratch); second, Mayer (25); third, Halstead. Time, 6:07.

Salt Lake City, Aug. 13.—There was a lively surprise in store for the crowd that attended the Saltair track this evening when the professional Australian pursuit event started. A. J. Clarke grew busy from the very start and soon cut down the whole field, including W. E. Samuelson. Clarke and Samuelson got by West, Hollister and Mitten and then Clarke proceeded to make short work of the "Pride of Provo." The Australian won in the brief distance of 1 mile 2 laps 88 yards in 2:30. Floyd McFarland refused to start in this race, not



A. J. ("ROCKET") CLARKE

caring to attempt to qualify in the half-mile heats, in which he claimed he could not get going like himself.

Percy Lawrence trimmed down the others in the Australian amateur pursuit race, Crebs, Meyer and Diefenbacher going out in one-two-three order. Lawrence won after riding but 1 mile 1 lap and 106 yards in 3:56⅗.

Referee Berry notified the qualifying contenders for the handicap events that they would have to ride to win, with no team work or other monkey business, or be disqualified and that if any one hung back for a man behind, he would be immediately counted out. This forced some hard work among the scratch men.

In the professional lap handicap, Walker won from the 105 yards mark in the flashy time of 1:46⅕, followed by Mitten, Hollister and Schnell. McFarland, Clarke and Mayer failed to bridge up the handicap gaps. Hollister rode a good second from the 30 yards line, running away from the scratch starters.

Meyer nipped the mile handicap amateur starting at the 85-yard line, in 1:54⅖. He beat Lawrence by a bare six inches or so when the latter pulled up from scratch. This was a very pretty race and would have been a world's record had Lawrence won, but the scratch chap did not have enough "gum" left at the finish to gain the few inches. Thomas and Diefenbacher were the "also rodes."

The summaries:

Mile handicap, amateur—Won by Meyer (85); second, Lawrence (scratch); third, Thomas (100); fourth, Diefenbacher (50). Time, 1:54⅖.

Mile handicap, professional—Won by Walker (105); second, Mitten (100); third, Hollister (50); fourth, Schnell (125). Time, 1:46⅕.

Australian pursuit, amateur—Won by Lawrence; second, Crebs; third, Meyer. Distance, 1 mile 9 laps 50 yards. Time, 3:56⅗.

Australian pursuit, professional—Won by Clarke; second, Samuelson; third, West; fourth, Hollister. Distance, 1 mile 2 laps 88 yards. Time, 2:30.

Transcontinentalist Arrives in New York.

After a dozen weeks of leisurely and zig-zag riding through New England, Major Edward A. Weed, who left New York City on May 27th for a rambling trip awheel to the Pacific coast, has completed what may be termed the Eastern leg of the journey and this week arrived in New York in fine trim for the more serious portion of the trip. Up to the present he has covered 1,800 miles, and reports good roads and a pleasant journey.

On Wednesday, 19th inst., he started south, planning to revisit the battlefields in the vicinity of Washington, where during the Civil War he earned the title and medals he wears. He hopes to reach San Francisco by Thanksgiving Day, after which he will run down as far as Los Angeles, finally completing the jaunt by following the coast northward as far as Portland, Ore., when his cyclometer will register somewhere about 5,000 miles.

Major Weed boasts that he has not been sick a day since starting the present trip, and looks as though he were not likely to be afflicted in that way. He travels rationally, wearing a tight-fitting knit suit, campaign army hat and broad leather belt, and carrying a liberal equipment strapped behind the saddle of his Racycle pacemaker. The outfit includes, besides the usual traveling impediments, two cameras, with which he hopes to secure a useful collection of photographs with which to embellish the accounts of his travels which is certain to follow this, as it has his other touring exploits.

Cyclists to Ride in Olympian Parade.

Cyclists and cycle clubs in and around Greater New York have been invited to take a place in the cycle division which will be a feature of the August 29th parade in honor of the returned American contestants in the Olympic games. The division will be in charge of Captain C. P. Staubach, of the Century Road Club Association, and efforts are being made to have a large representation of the cycling fraternity.

IVER LAWSON RESUMES RACING

Reappearance of Injured Rider Marked by Two Defeats—McFarland Beats Samuelson—Events at Salt Palace.

Salt Lake City, Aug. 15.—After a "vacation" of several months, made necessary by the mending of his injured ankle, Iver Lawson, one-time world's champion, returned to the game this evening at Salt Palace track. His injury and enforced rest did not leave him up to his old form, as might be expected, and as a result he was trounced by Hardy Downing, though he gave the latter a close run for the money. Whether Lawson's riding at Salt Lake will get him into trouble remains to be seen, as reports from the East have said that he was under contract to ride exclusively at Newark, N. J., and that the Newark managers object to his riding elsewhere. Lawson's accident at the Newark track occurred right at the beginning of his contract and left him unable to fulfill it. Subsequently, it is said, he had a disagreement with the Velodrome management and, refusing to ride at Newark, set out for the West.

In addition to Lawson's reappearance, the unlimited match pursuit race between W. E. Samuelson and Floyd McFarland, of which the enthusiasts have been talking for the last few days, came off this evening, and McFarland won in 2 miles 200 yards after three starts had been made. The first time the riders got away, Samuelson stripped his sprocket, and on the second attempt bent a crank, but finally made a good getaway. Contrary to his usual custom, McFarland went for his opponent from the outset and gradually wore him down, demonstrating for the second time this season that he can ride around Samuelson in unpaced racing.

In the two miles lap handicap the scratch men, Iver Lawson and Downing, were not up to concert pitch and George Walker, starting with 75 yards to his credit, bagged first place in 3:53⅗, beating out Fred West, who had received 65 yards. Schnell, starting from the 120-yard point, passed Hollister neatly. Devonovitch had a bad fall in this event and was carried from the track with a wrenched leg, but half an hour later was able to walk around. Mitten also took a tumble in this race.

Parley Giles walked off with the five miles open amateur lap race, in 10:49, trailed by Meyer, Lawrence and Wright in close rivalry. In the three-quarter mile professional, Hardy Downing struck his gait and took former world's champion Iver Lawson's measure by half a wheel. Hollister and Mitten trailed them in that order. Downing's time was 42 seconds.

T. M. Samuelson and F. E. Whittler were matched in a five miles motor race, in which the latter was allowed a handicap of one lap. The breach was too much for Samuelson to close, however, and Whittler won in 5:47⅗.

The summaries:

Three-quarter mile open, professional—Won by H. K. Downing; second, Lawson; third, Hollister; fourth, Mitten. Time, 1:34⅘.

Five miles match motor race, professional—Won by F. E. Whittler; second, T. M. Samuelson. Time, 5:47⅘.

Five miles open lap, amateur—Won by Parley Giles; second, E. Meyer; third, P. Lawrence; fourth, Phil. Wright. Time, 10:49.

Two miles lap handicap, professional—Won by G. Walker (75); second, Fred West (65); third, F. E. Schnell (120). Time, 3:53⅗.

Unlimited match pursuit, professional—Won by F. A. McFarland; second, W. E. Samuelson. Distance, 2 miles 200 yards. Time, 4:19⅖.

Salt Lake City, Aug. 12.—When a large "rain-check" crowd streamed into the Salt Palace to-night, it looked for a time as though it would be necessary for the management to hand out wet weather checks again. After a couple of events were run off, the sky clouded and little drops of water began to fall. Some of the spectators were frightened away, but those who remained soon saw the shower cease and witnessed some good sport.

The feature of the evening for which the fans were on edge to see, was the 5 miles match motor paced race between S. H. Wilcox and Hardy Downing. While it was the latter's first motor paced attempt this season, he hugged his pacer in good shape and captured the event with ease in 6:57⅗. He had managed to lap his opponent in the first few rounds of the contest when Wilcox lost his pace and from then on, it was "all California," Wilcox failing to make any sort of a gain.

The Australian pursuit match between Phil Wright and Parley Giles made the crowd take notice, for it was one of the hardest grinds the Palace has seen in some time. Giles shot off with a vim and went after his opponent in hot stuff style and for a few seconds it looked as if he would run down his man in the first mile or two. Wright did not seem to mind Parley's electric fan speed in the least and merely settled down to a steady grind, keeping a good distance between them. Then Phil started to do some systematic gaining and began to creep up foot by foot, with the steadiness of clockwork. In 4 miles 1 lap 70 yards he caught Giles and passed him in the lively time of 9:07⅖.

Percy Lawrence, who has been doing some remarkable riding lately, made a desperate effort to break the one-third mile unpaced world's record of 33⅖ seconds, but fell short of the mark by 1⅖ seconds. His time, 34⅘, however, sets up a new record for Utah.

A spill spoiled the top-notchers' chances in the mile professional handicap. The limit men, who had left their marks with a jump, were able to take advantage of Lawson's mixup with Wilson, and held their leads until the finish. The spill retarded Samuelson and McFarland to such an extent that they were obliged to drop out. Freddie West then set out for dear life and passed Mitten near the finish line, with De Mara and Walker giving a good chase.

Parley Giles and Wright did some snappy work in winning first and third places, respectively, in the two miles lap amateur, particularly in view of the fact that these two pluggers had just gone through the gruelling pursuit whirl. Percy Lawrence, who had hung back with the tail enders, in hopes of Giles and Wright tiring, secured second position in a spurt which he started just too late.

The summaries:

Match Australian pursuit—Wright defeated Giles. Distance, 4 miles 1 lap 70 yards. Time, 9:27⅖.

One-third mile record trial—Lawrence. Time, 0:34⅘. (New record for Utah.)

One mile handicap, professional—Won by West (80); second, Mitten (110); third, De Mara (70); fourth, Walker (10). Time, 1:48⅘.

Two miles lap, amateur—Won by Giles; second, Lawrence; third, Wright. Time, 4:03.

Five miles motor paced match—Won by Downing; second, Wilcox. Time, 6:57⅗.

Motorcycles to Climb Wilbraham Hill.

Two motorcycle events are scheduled in the hill climbing program to be held by the Automobile Club of Springfield, Mass., on September 11, the scene of the competitions to be Wilbraham hill, within easy reach of Springfield. The course that is now being prepared will be one mile long and almost straightaway, without any of the dangerous curves that have militated against the success of other contests. The main features of the course will be the grades, which range from 8 to 22 per cent. In the 5,280 feet, the total rise is 451.1 feet, or an average of 8.58 per cent. Just before striking the 2,640 mark there is a down grade of 2 per cent., which adds momentum for the steepest part of the hill. Efforts are being made to feature the motorcycle events.

Preparing for Hartford Climbfest.

The Hartford (Conn.) Motorcycle Club hill climb on Prospect hill, August 29, promises to prove an event of real importance. The local papers are featuring it correspondingly and the street commissioners have taken up the work of banking the one sharp turn to be found on the mile course that has been selected. There will be three events, divided into one for machines not exceeding 31 inches displacement, another for those not exceeding 61 cubic inches, and a free-for-all for machines not exceeding 61 inches auxiliary test ports permitted.

HINTS FOR MOTORCYCLE TOURISTS

Some Lessons from a Veteran Traveler's Experiences—Shipping the Mount and Providing for Supplies.

As I have had some experience in traveling on water with my motorcycle in the hold of a steamship, it is possible that my views will be of interest to those who travel outside of the borders of the United States, and of interest perhaps to those who do not travel so far.

In general I think I may say that most inland steamship companies will carry motorcycles for a small charge. For example I might state that it is my custom when going to New York City to take the trip from Albany to New York by boat. I found that the Night Line would take the machine for a dollar, and the Day Line for half that sum. The machine will be well taken care of at either end of the route.

On an ocean trip one should, and in general, must have the machine crated. I have the original crate the motor came in and by a little work I have it so that I can crate the machine with very little trouble. The parts of the crate that must be removed can easily be replaced with screws and it is a good thing to add a few more slats to the crate and strengthen it a bit.

If the person does not care to ride his motor to the point of embarkation, he can ship it by express, having the express company deliver at the steamship dock. Do not ship by freight. I have found that express is nearly as cheap and in some cases cheaper than freight, and, of course, much better. My machine has been almost across the continent twice, and in one case, from Illinois to Oregon, I found that express was 50 cents less than freight, the bill, as I remember being nearly $20. The reason for this is the high rate motorcycles pay as freight.

If one wishes to ride the machine to the seaport city let the crate be sent by express, and if enough screws are used it can be sent "knocked down." I find that it is a good deal of trouble to have a crate built or to find an old one, and then they will not fit like the crate the machine came in.

If one is going to Europe there will be a nominal charge for the crated motor, though on some lines if the motorist has but little baggage he may be able to have the machine included with the regular cubic feet allowed by his ticket, and therefore no charge.

In general it is a good plan to carry a quart bottle of gasolene, as the tank will have to be drained before the machine is put into the hold of the ship and the bottle will contain enough force to take you to a place where you can get the tank refilled. If the oil tank holds a quart or so it will not be necessary to think about that, if the tank is filled before going aboard. Of course in Europe one has no trouble in getting gasolene but if the trip is to South America, or the West Indies, the tourist should have a number of quarts on hand, as it is sometimes quite a problem to get the wherewithal. If I ever take another trip to any of the Spanish speaking countries I shall have an extra tank, perhaps one like the Indian people put out that goes on the top bar. I should want to be able to carry at least two gallons of the juice. You can't buy gasolene down there as easily as you do here.

About all the gasolene south of the United States is in 5-gallon tin cans, put up two cans in a case. Kerosene is sold all over the world that way and the empty cans are used by millions of people for cooking utensils and pails. Oil is put up and sold the same way. I found only two places where



I could get less than a can of gasolene or oil. As to cost, it costs no more, or little more, half way around the globe than it does here. In a trip across New York State I paid from 20 to 35 cents for gasolene,, 25 cents on the average, and in the West Indies it cost me 23 cents at the Standard Oil warehouse. To be more exact, I should say at the West India Oil Co. warehouse.

Above all things one will want to know about roads. In South America in the more progressive countries, fair to good roads will be found near the large cities, but in the interior no roads except those used by pack mules. In the larger islands of the West Indies many good roads like our improved roads will be found. Jamaica has perhaps the best and the greatest mileage, this island having a plentiful supply of rock like our limestone, which makes a fine surface. Cuba has enough good roads, including some good military roads, so that a person can get a reasonable mileage while the sister republics of Hayti and Santa Domingo can hardly be mentioned in the road list. Porto Rico has 180 kilometers, 120 miles, in one continuous road. It is worth going to the island to go over it. The first 130 kilometers is the old Spanish military road from San Juan to Ponce, and it is something like 200 years ago that the contractors began to graft on it. The poorest end, which cost the most, and was by far the cheapest to build, is the Ponce end. This end has some streams that have to be forded, but in the dry season this is very easy. The trip can be made on 5 quarts of gasolene, but one runs some risk of having his tank run dry before he finishes. The road crosses the island in a southwesterly direction, and passes over the principal mountain chain. From Ponce to Arecibo is the new road, built largely by the American soldiers, and when one ponders over the fact that it was changed from a path to a road passable for artillery in three days, the person has a lot of respect for the men that are making the dirt fly down at the Isthmus. The road is about 35 miles long and has some awful grades, as well as awful scenery. In many places the road is cut out of the solid rock and a person can look down 300 feet. Just before Adjuntas is reached, the motorist climbs over the Alta del Bandera, so called because the American troops planted a flag there. At the right of this place, on the Jayuja road, one can see a large part of the island, and from coast to coast. From this height of land it is all down grade to Arecibo, some 20-odd miles. A good motor will climb any of the grades. At the end of the road one can take the little railroad to San Juan and as the people are very accommodating he can take the motor as baggage, consideration about a dollar. The trip can be made in two days, but more time should be spent.

In the good old days of the push bicycle I found that it was a good policy to watch my machine when about to travel by train, as the baggage man was liable to forget to put it on the car, so I always saw that it was on the train before I was. The same thing applies to a motorcycle on a steamship. See to it yourself that it is on the boat. I remember the first ocean trip I took; it was out of New York, and I had made all arrangements about the machine and left it in front of the port steward's desk so that it would not be overlooked. I went aboard and was getting acquainted with some of the dark natives of the tropics and incidentally maltreating the Spanish language, and had heard the "all ashore that's going ashore," accompanied by the beating of a gong that came from China or some other far off country, when I thought I had better look after my "carro del diablo," as the West Indians call it. I could not find it on deck so took the chance of going ashore, though the boat had started to move. I found my devil's cart just where I had left it, and after some lively work got some of the deck hands to get it aboard. As the hands knew neither English or Spanish, and I could not speak their "lingua," they acted as though they thought I had

taken too much of the gasolene fumes and they had gone to my head. If the machine is not crated one should have a strong rope fastened to the seat post and handle bars so it can be easily hoisted in and out of the boat. In many ports the cargo is landed in lighters which means that everything is handled with the steam crane. This rope also prevents a deck hand from hoisting the machine by means of a rope around the corburetter or the tank. This manner of treatment is not good for either of the parts. And they will do it if you do not watch them, at least they did try it with mine. Most of the cargo men who are not sailors speak Spanish, and a good supply of that language used with force will get the work done fairly well. If the machine is crated all this trouble about handling will not be necessary, but if uncrated one should see that it is lashed to something, as when near Cape Hatteras it is liable to blow great guns, with a result to the machine much worse than you will feel, which is saying a good deal. A quarter will be well invested if given to the man who has charge of the hold men; it will not be likely that he can speak either of the American languages, but simply point to the machine and deposit the quarter with him and he will understand.

In the course of a great many consecutive months of riding, which included trips in the dead of winter on the western plains and prairies, to the hot tropical summers within a few degrees of the equator, and at the thermal equator I have never carried any parts except an extra spark plug. And the only time I had occasion to use it I did not have it, and as a result pedaled the machine about 9 kilometres, or 4½ miles in a broiling sun in Porto Rico. It seems that in climbing over the principal mountain range the heat was too much for the packing of the plug and it succumbed. My tool bag is the regulation bicycle bag and is known as the pocket kind. In it I carry a tube of cement and some assorted patches, two wrenches, one small and one ordinary bicycle wrench, a small all metal screwdriver, and a pair of small pliers. The last two articles I carry to save my fingers as a jackknife will take the place of the screwdriver and the small wrench I use to hold refractory nuts while I use the other wrench. Somewhere on my frame I have some primary wire, which comes in handy often. If a person has a machine that has a tendency to break certain small parts it would be well to remember that fact and provide accordingly.

An ammeter is a very good thing to have, as batteries are liable to become dead without any evident provocation, both on the sea and on land, in the tropics. Little trouble will be experienced in getting a new supply. The telephone is used quite universally as well as the automobile.

Do not wear black clothes in the tropics; get either brown or white duck. It costs very little to have duck clothes washed and they are the only thing for a suit.—G. W. P.

MOTORCYCLISTS RACE AT CONCORD

Dreyer, Kay and Lorenson Capture San Francisco Club Honors—Dreyer and Collins in a Bad Spill.

San Francisco motorcycle enthusiasts enjoyed a good card of races at Concord, Cal., on Monday, August 17, after a pleasant run out to the track. W. Dreyer and H. Kay, on Indians, and H. Lorenson, on a Thor, divided the principal honors between them. Dreyer captured two events, and Kay and Lorenson one each.

An accident, fortunately not serious, caused some excitement in the 25 miles free-for-all. Dreyer and W. G. Collins collided on the 24th mile, and both sustained painful, though not dangerous injuries. When the two riders came together, Dreyer was thrown high on the bank and lost his balance. In faling, he slid under Collins' machine and was run over. The spill knocked both men unconscious for a time and the race went to A. Chelini on a two-cylinder Thor, his time being 27:16.

The summaries:

Five miles single cylinder—Won by W. Dreyer (Indian). Time, 6:24.

Five miles single cylinder, 2⅝ inches bore—Won by A. Roseberry (Metz). Time, 6:54.

Five miles single cylinder, 3 inches bore—Won by H. Kay (Indian). Time, 7:64.

Five miles double cylinder—Won by H. Lorenson (Thor). Time, 5:17.

Twenty-five miles free-for-all—Won by A. Chelini. Time, 27:16.

Pursuit race—Won by W. Dreyer (Indian).

Karl Kron Visits New Jersey.

Karl Kron, the everwhite object of discovery to young newspaper men, is making his annual incursion into the daily press in consequence of his appearance on a tour of the New Jersey coast resorts. He was conspicuous in Asbury Park last week, where his old-style ordinary, nickel plated and bedecked with various contrivances dear to his heart as well as his spotless flannel costume excited the usual comment. He was last reported as being headed down the coast with a crowd of society reporters in his wake.

Chapman Gets Franchise for Denver.

Wearing that sort of a smile so often is heard about, J. M. Chapman, recently of Salt Lake City, who has been prospecting around Denver, Colo., for some days, in an effort to put through a deal for a bicycle track, is at last happy to say that the "papers" have been signed and all is well. The "White City" at Denver will be graced next spring by a saucer, constructed on the lines of the Saltair track, at a cost of $7,000 or so. Chapman has received a franchise for that city from the N. C. A., which will secure him from competition there, and with his partner, R. H. Dreyfus, expects to make Denver take lots of notice. The track, which is to have a seating capacity of 8,000, is expected to be one of the fastest ever built, and the best riders in the world obtainable will be engaged to race at the White City, which, according to John Chapman, is "an ideal spot for a bicycle conservatory."

Three Road Races at Plainfield.

Amateurs will have an opportunity to show their speed at the "first annual field day" of the Plainfield Cycling Club, which is to be held on Labor Day. The events will be a one-third mile open, a mile open for Plainfield riders only, a ten mile handicap and a special match race. The meet is under the sanction of the National Cycling Association and the entries close September 4 with Jack Horner, of Plainfield, N. J.

Los Angeles Plans Its Biggest Meet.

On September 20—Admission Day—the Los Angeles Motorcycle Club expects to hold the biggest race meet ever held on the Pacific coast. According to a local paper and though they may not be aware of the fact, Jacob Derosier, John King, "Frank" Kellogg, Arthur Mitchell, Carl "Duden" and one or two other eastern cracks will appear, as also will those two native rivals, Derkum and Collins.

Police Arresting Cycle Scorchers.

Policemen along Fourth avenue, Brooklyn, have been very severe of late on riders violating the speed ordinance, and many of the younger cyclists are learning for the first time that they are as strictly bound by the speed laws as are automobiles or motorcycles. Two arrests were made this week, where the police thought the cyclists were going too fast.

Motorcycle Club Forming in Norfolk.

Motorcyclists of Norfolk, Va., are stirring up interest among the local riders in the proposed project of the formation of a local motorcycle club. The movement is being fathered by Eph. Ball, of Ball & Co., who has issued an announcement to the owners of power driven bicycles requesting their co-operation in the proposed formation of the club.

Texans to Race on Labor Day.

San Antonio, Texas, the home of the Southern vice-president of the F. A. M., is beginning to awaken in a motorcycle sense, and will hold a real race meet under F. A. M. sanction, on Labor Day, September 7th. Five events will constitute the card, one of them being the three miles State championship.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

The Pathfinder

"A customer said to me, 'I have tried every tire recommended to me and have about given up riding a bicycle.'

"I asked him what kind of roads he traveled.

"He said, 'Every kind and about fifteen miles a day.'

"I handed him a pair of Goodyear Pathfinders and he said, 'Do you think these soft, pliable tires would be of any use to me?' I was certain they would. He purchased a pair and I did not see him again for six months. 'How did you come out with that pair of Pathfinders?' I asked.

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The Goodyear Pathfinder is the bicycle tire that is making business—and making money—for live dealers all over the country. We have more than 300 agents—one to a town—who tell us the Pathfinder is far and away the most popular tire they ever handled.

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Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away.

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The reinforcing strip is made of toughened rubber prepared by our patented process which preserves the resiliency while giving the most stubborn resistance to wear.

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Philadelphians Start on Long Tour.

Twenty-seven hundred miles is the distance that Charles W. Gorman and Vincent Edmonds, of Philadelphia, Pa., expect to cover in 52 days by bicycle. They started on Friday of last week en route for Miles City, Mont., running on a rather uncertain schedule. These two cyclists contemplate settling down and working on a ranch out West, and it has been hinted that perhaps they may encounter a few days' work on the road even before they get as far as Miles City, for it is said to be a long, rough trip.

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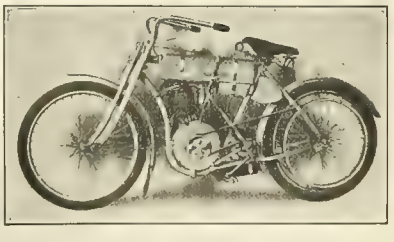
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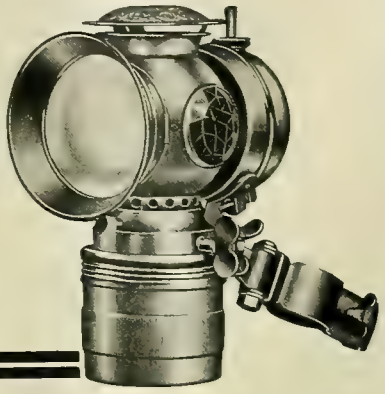
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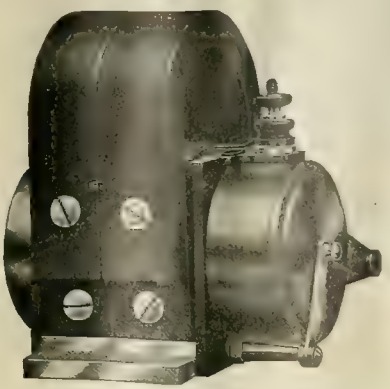


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is a small edition of the well known Unterberg & Halmle high tension automobile magneto, the most up-to-date and practical magneto made. In efficiency, workmanship and quality generally, the motorcycle type fully maintains the high standard set by the larger size.

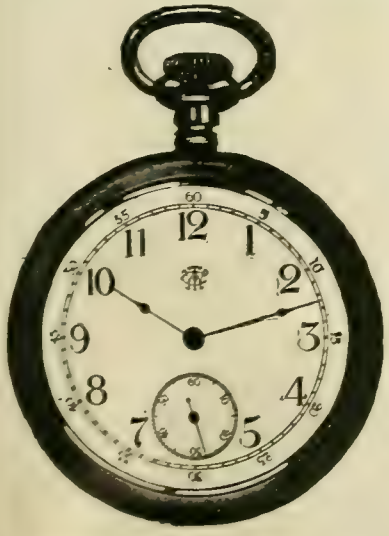
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For thirty-six Neverleak certificates we will send you this fine, 10 year guaranteed solid gold filled watch. You cannot tell it from a $100.00 solid gold watch. It is fully guaranteed for ten years, is a number 12 size, very latest thin model, has a fine 7-jewel American movement and is stem winding and stem setting.



One certificate is enclosed with each dozen 4-ounce tubes of Neverleak. Twenty-four certificates will entitle you to a Regulator Clock, or twelve certificates to the Brass Sign mentioned in previous ads. Send certificates direct to

BUFFALO SPECIALTY CO., Buffalo, N.Y.

¶After five to six thousand miles of previous hard road travel, three single cylinder Merkels were entered in the 1,112 mile tour from New York to Chicago.

Two Merkel MOTORCYCLES

finished with perfect scores in the New York - Chicago Tour, and then won both

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Ball Bearing Motors and Spring Frames helped do this. Learn the value you can get in the Merkel by writing us.

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HAVE YOU

been keeping posted in regard to the

WONDERFUL ACHIEVEMENTS

of some of the regular stock

ARMAC Motorcycles

wherever entered in

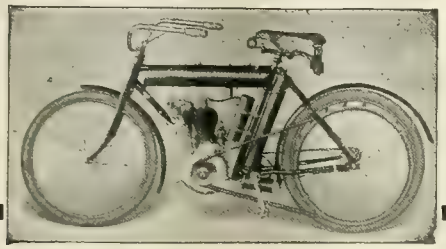
HILL CLIMBING CONTEST
ENDURANCE CONTESTS, or
OPEN COMPETITION RACES?

IF NOT—Write to-day for information and our catalog describing the many practical and exclusive features of

3 H.P. 1908 **ARMAC**

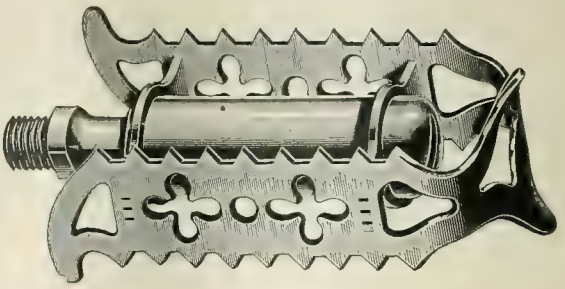
Our agent's proposition will interest you.

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A Motorcycle Pedal

Made for Motorcycle Use



"FORSYTH"

This pedal is especially designed to withstand the vibration and rough knocks to which a motorcycle pedal is subject.

Bearings made of special steel, oil tempered and toughened. Best quality 5-32 inch balls. Finish nickel over copper. Write us.

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Schrader Universal Valve.

(Trade Mark, egistered April 30, 1895.)



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In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

We have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4, may be had from all makers, or from A. SCHRADER'S SON Inc. Price List sent on appli cation





SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON, Inc.

ESTABLISHED 1844.

28-32 Rose St.,
New York, U. S. A.



Motorcycle Manufacturers Who Want Better Castings

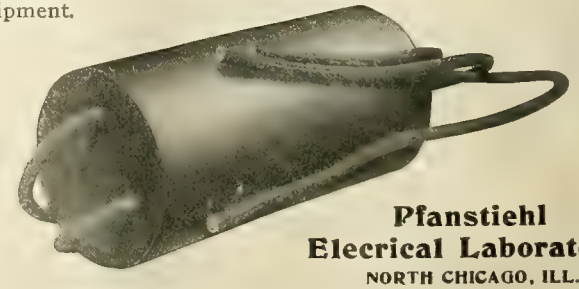
should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities, and know how to produce the best castings obtainable. All we ask is that you say "Show me."

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are now recognized as standard by all who are looking for the best. Ask the manufacturers who use them as regular equipment.



Pfanstiehl Elecrical Laboratory
NORTH CHICAGO, ILL.

The stone bridge is arched. The steel bridge is trussed.

IVER JOHNSON
Truss Bridge Bicycle

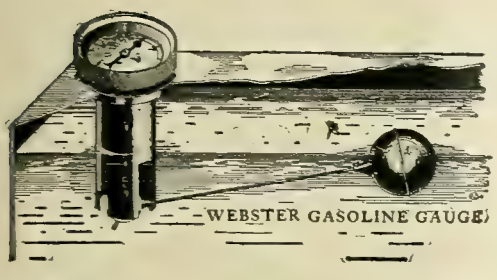
has the arched truss. Everything else about it just as perfect.

Send for Catalogue and Agents' Proposition



IVER JOHNSON'S ARMS & CYCLE WORKS
FACTORY AND GENERAL SALES OFFICE
360 RIVER STREET FITCHBURG, MASS.

Reduce Your Motorcycle Annoyances
by using the



Webster Gasolene Gauge

Can be applied in 20 minutes.

Tells at a glance the quantity of gasolene in your tank, and indicates the quantity used. Removes all chance of being stranded "miles from nowhere." Prevents flooding and therefore prevents fires.

Adopted and recommended by American Museum of Safety Devices as a preventative of fire and explosion.

Quotations on request.

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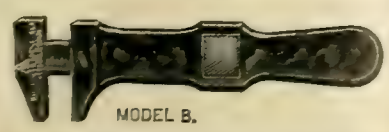


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Motorcycle Plug

The product of the most Modern and Efficient Ignition Apparatus Plant in the world.

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The B.&S.



Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

THE BILLINGS & SPENCER CO., Hartford, Conn

The Week's Patents.

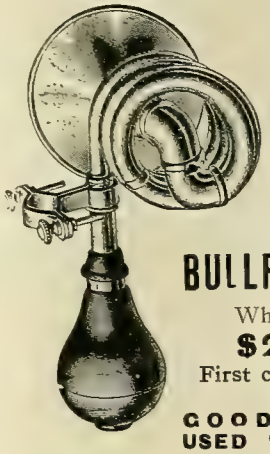
893,401. Saddle Spring. David S. Troxel, Elyria, Ohio. Filed Feb. 6, 1908. Serial No. 414,556.

1. In a saddle spring, the combination of a base spring member having its forward end formed as a loop, a front spring member adjustably secured to the front end of the base spring member, and a pair of rear spring members supported by the rear ends of the base spring member, substantially as specified.

893,779. Drive Chain. William M. Butler and Warren J. Belcher, Hartford, Conn., assignors to The Whitney Manufacturing Company, Hartford, Conn., a Corporation. Filed Jan. 15, 1908. Serial No. 411,007.

1. A drive chain consisting of blocks, and side plates to pivotally unite said blocks, said side plates extending beyond the lower edge of the blocks, a strip of pliable material to encircle each pair of side plates, there being teeth on the lower dges of the plats to xtend through the meeting edges of said strip, th ends of the teeth being bent over to secure the strip in position.

Baker's Good Things



FOR QUICK BUYERS

One lot of imported

4-Inch BULLFROG HORNS

While they last,
$2 Each
First come, first served.

GOOD THINGS IN USED MOTORCYCLES

One 1907 Indian twin, perfect condition, $150. One 1908 Indian twin, almost new, $200. One 1907 Yale, new, $135. One 1904 Indian, $50. One 1904 Columbia, $50. One 3 h. p. R-S tandem, like new, $175.

F. A. BAKER & CO. 37 Warren St. **New York**



H. & F. MESINGER MFG. CO.
1801-1807 First Avenue
NEW YORK CITY



Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

J. HARRY SAGER, Rochester, N.Y.

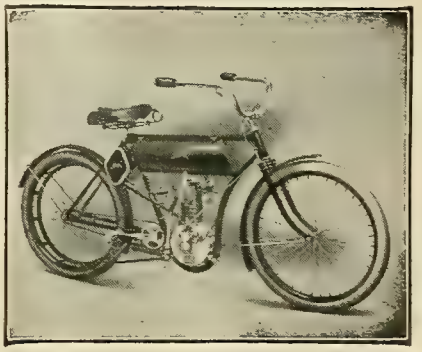
G & J Bicycle Tires

It pays to make Indianapolis G & J Bicycle Tires your standard line, because they are the highest quality, have the largest demand and always give your customers absolute satisfaction.

G & J Tire Co.
Indianapolis, Ind.

Send for Catalogue and Prices

THIEM MOTORCYCLES



Fewer parts, but not a feature omitted necessary for CONVENIENCE, COMFORT or EFFICIENCY.

We stand ready to compare WORKMANSHIP with anything made—PIECE BY PIECE. Every gear and its shaft is cut from SOLID STEEL,—have nothing to come loose—Carefully hardened and polished gears, cams, journals and boxes insure PERFECT WORK AND LONG LIFE.

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S. F. HEATH, 288 Columbus Ave., Boston, Mass., Distributor for New England. MANUFACTURERS SUPPLY CO., Philadelphia, Pa., Distributors for Eastern Pennsylvania, Southern New Jersey, Delaware and parts of Maryland.

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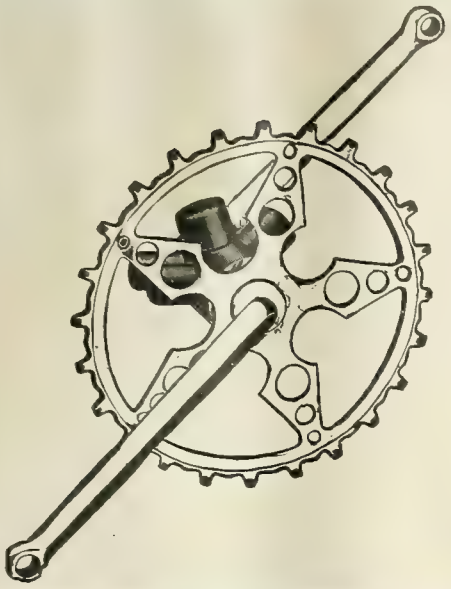
THE MOTOR WORLD

Will Interest You.

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THERE IS NO
SOUND REASON

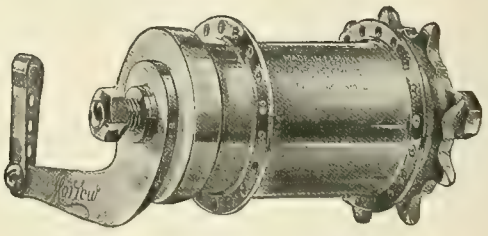
why any reputable bicycle manufacturer should refuse to fit

Fauber Crank Hangers

when they are called for by his trade. Call for it!

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"Nothing Could Be More Satisfactory"



¶ A dealer writes:

"I have used one of the Morrow Coaster Brakes two years, and have given it some extraordinary tests; nothing could be more satisfactory. I have also sold a few in built-up wheels, and the extra good satisfaction that both the wheels and hubs have given, makes one glad to handle your goods."

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There are some big opportunities still open for dealers to secure our special distribution terms on

PENNSYLVANIA MOTOR CYCLE TIRES

Steel-studded, Non-skid and other Automobile Types.

These are the tires the motorcycle enthusiast wants, because they are unquestionably ahead of anything in the market. They mean quicker sales for you, because they are better than anything else you can show.

Write today for the most profitable equipment proposition you have ever had the opportunity to enter into.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

American Cycle Manufacturers

now are offered the opportunity of obtaining

SEAMLESS STEEL TUBING

of which they may well be proud.



TUBING
is tubing of the sort.

It is made of the highest quality Swedish steel—the only steel that assures a truly high grade and dependable quality of tubing.

ACCLES & POLLOCK, Oldbury, Birmingham, England

WANTS AND FOR SALE.

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—1908 R-S twin (black), just from factory; ridden 5 miles; perfect shape, with magneto; has stand and luggage carrier, horn and cyclometer; Bailey tread G & J tires; owner sick and can't ride; will take $240 cash. G. T. BOTHAM, 17 High St., Albany, N. Y.

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FOR SALE—One new 1908 Indian motorcycle, twin cylinder. CHAS CICOTTE, Columbus, Kan.

FOR SALE—One almost new Curtiss double cylinder motorcycle, with tandem attachment and long racing handle bars, all in good condition. Tires in fair condition. Price $200. ROBERT TRIPP, 111 Cherry St., Anaconda, Mont.

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WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence, R. I.

SAVE chain trouble by using Ball Bearing, Fiber Idler; fits Indian, R-S, Thor and Light motorcycles. Send for cut and price. A. C. MOUNT, 1158 Washington St., Elizabeth, N. J.

CURTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

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HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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Also All Metal Parts for Bicycle Construction

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Those who have used them most will tell you that

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An Inovation

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Torpedo stands for Quality, and Quality means Price. Buy a Torpedo and get both. Write for Catalog.

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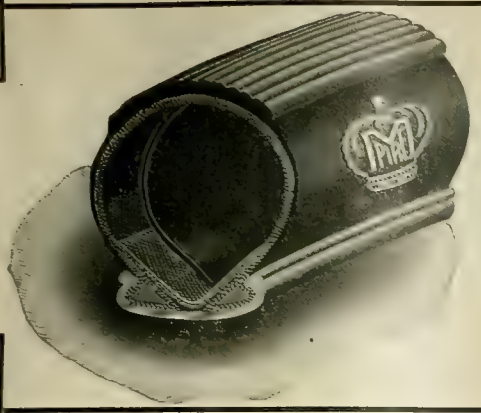
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Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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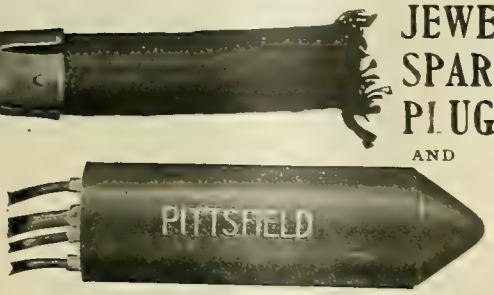
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assure the most reliable ignition.

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QUOTATIONS ON REQUEST

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Special Stampings FROM SHEET METAL

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A really good Dollar Spark Plug!

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Curtiss MOTORCYCLES

Roller bearings throughout. Send for catalog.

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We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
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WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



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WHO? Tell us.



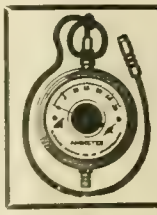
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and Berlin, S. O. 36, Germany

IF A CARBURETER that assures the right mixture at the right time in the right way is of interest to you, you'll be interested in the

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0 to 30 Amperes
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Contained and Separate Generator LAMPS
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BICYCLES and SUNDRIES

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NEW YORK SPORTING GOODS CO.
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We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Brilliant Experiments

are all right to buy and handle if you are willing to be disappointed not infrequently. All our experimenting was done long ago, and

Defender Special



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stand as time proved standards of tire value, with no trace of experiment defects.

Kokomo Rubber Co., Kokomo, Ind.



AJAX TIRES

are built to build a quality reputation. That is why they give overflowing measure of value for the money.

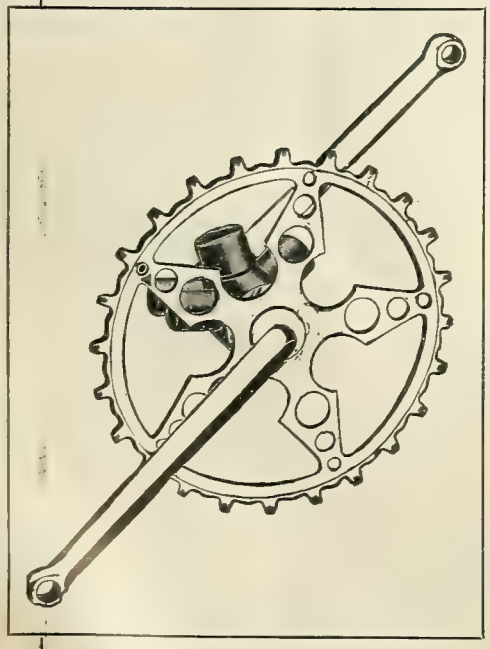
¶ They're built to build the trade of the man with enterprise to get in touch with us, too.

¶ Our proposition needs your name and address to come to you.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

Any Dealer Can Get



FAUBER CRANK HANGERS

in the bicycles he orders, merely by specifying them. No high class manufacturer will refuse such high class equipment. In justice to himself and his trade, he cannot very well afford to refuse.

Great Western Mfg. Co., Laporte, Ind.

Do Not Close On

COASTER BRAKES

AND

HUBS FOR 1909

until you have investigated the

Thor

¶ Bicycles equipped with *Thor* hubs and brakes will have the **Earmarks of Quality** that will appeal to riders and the trade.

¶ Remember that the hubs of a bicycle receive the severest usage and strain. Why not specify then the hubs that will stand up and offer the least friction?

WRITE FOR PRICES AND PARTICULARS ON *Thor* HUBS AND *Thor* BRAKES.

Aurora Automatic Machinery Co.

AURORA, ILLINOIS

Crack Pace Followers Recognize the Reliability of

COLUMBIA RACERS



Hugh MacLean
on a Columbia racer.

The *Boston American*, July 31, 1908, says:

"Hugh MacLean is the recognized American motor-paced champion, and this season appears to be in his best form, as he has won every race he has started in and made sensational time in all of them. The hardest events have come with Jimmy Moran, his nearest rival for premier honors, and he has yet to beat him decisively.

His best distance is twenty-five miles, the possesses exceptional endurance and speed for that journey and can follow any motor with the throttle wide open."

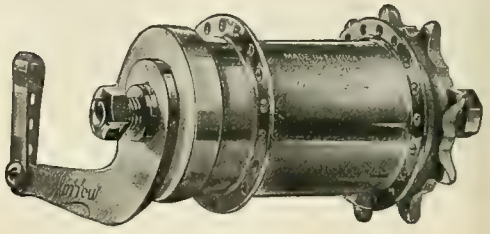
Jimmy Moran also rides a COLUMBIA.

If interested in the purchase of a bicycle, these facts are significant.

SOLD BY POPE DEALERS EVERYWHERE.

POPE MANUFACTURING COMPANY, Hartford, Conn.

"Nothing Could Be More Satisfactory"



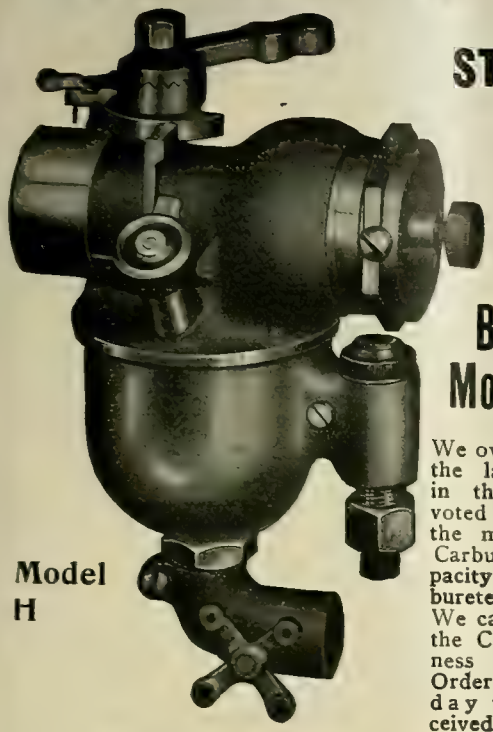
¶ A dealer writes:

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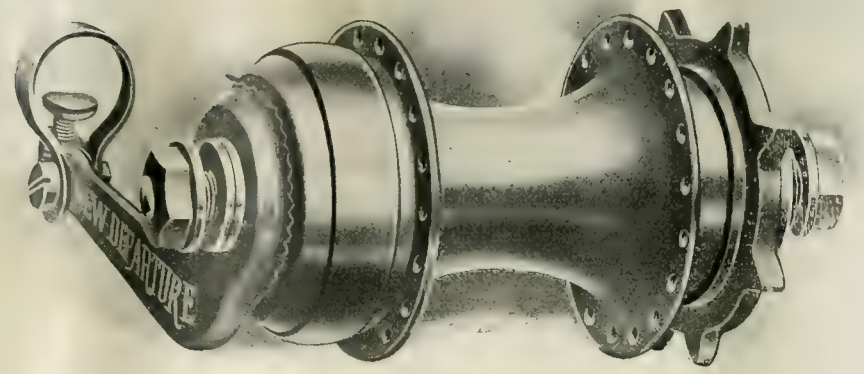
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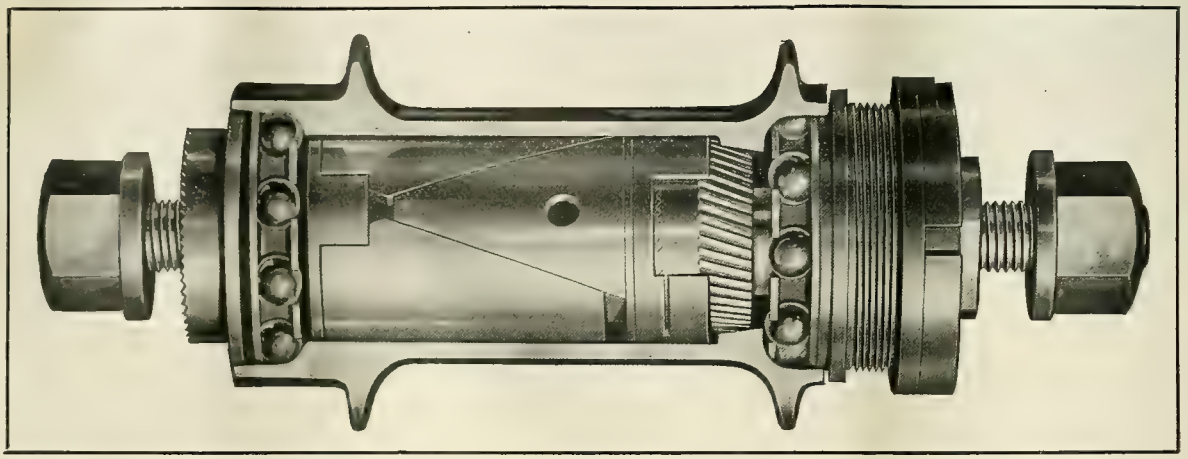
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A. Saturday, August 29, 1908 | No. 23

ADAPTING AUTOGENOUS WELDING

Brooklyn Man Develops System Using Ordinary Gas and Atmospheric Air—Results of Tests.

As a process approximating the oxy-acetylene method of autogenous welding, but having advantages in economy by the use of ordinary illuminating gas and atmospheric air instead of tanked oxygen and acetylene, a new system, the invention of A. K. Schaap, was given a demonstration last week in his establishment in Brooklyn, N. Y. The heat attained under Schaap's system is claimed to be in the neighborhood of 4,500 degrees and is sufficient to weld or cut metals much as the acytelene system, the wonders of which were described in last week's Bicycling World, the application of the heat being localized.

While the use of gas with air under pressure is not altogether new, Schaap's method presents novelty in that the gas and the air have a preliminary mixing before being conducted to the burner where the final combination of air and gas is made. There are thus two points at which the air is carburetted with the gas. In one combination the air is used at a pressure of about one pound while in another it is used at 30 pounds. The gas is used at the pressure at which it ordinarily comes from the meter, which in the case of the tests was something over an ounce. In the course of the demonstration Schaap showed how quickly his flame would cut through an inch thick steel plate, and perform welding and cutting wonders under water. The inventor does not claim to be able to attain as high a heat as with the acetylene flame, which is in the neighborhood of 6,300 degrees, but is satisfied that it is sufficient to meet all ordinary requirements.

The ordinary blow-pipe or blow-torch apparatus is able to develop only a temperature ranging from 1,800 to 2,700 degrees Fahrenheit, far below Schaap's estimated 4,500 degrees. The torch which he uses is made of 1-inch tubing, with the low pressure gas and air inlet at the lower end and the high pressure air inlet at the other. The torch itself is about 18 inches long. After the gas has had its preliminary mixing with the low pressure air the mixture is drawn automatically to the high pressure inlet where the second current of air penetrates and intermingles. The flame, if such it may be called, being only a bluish point of concentrated heat, can be used for brazing and welding with all kinds of metals, including iron, steel, copper, aluminum, silver, gold and platinum. One advantage of the process is that the work is remarkably free from oxidization, being very clean in its action with a minimum of dross. It is to be put in marketable form to replace the ordinary forge fire and blow torch apparatus, as well as for metal cutting and high temperature welding, the absence of dirt being a feature.

Lincoln Holland to Leave Worcester.

Lincoln Holland, whose term of service in the retail trade probably places him at the head of the list of veteran dealers, is preparing to leave his old stand in Worcester, Mass., and remove to the other side of the continent. He will locate in Los Angeles, Cal., where he will establish himself as the Pacific coast agent for Marsh motorcycles, the necessary arrangements already having been completed. Holland has been continuously identified with the cycle trade since 1882. He was one of the first dealers to take up motorcycles.

Horsey to Handle Empires in Ohio.

E. T. Horsey, who for several years has handled Continental tires in the territory, has obtained the representation of the Empire tire for the greater part of Ohio and has located at 1268 Euclid avenue, Cleveland. He will operate under the title Empire Tire Agency.

WILL STILL MARKET THE HUDSON

Its New Owners Will Continue the Old Line and Nameplate—D. & J. Hangers for Hudsons Only.

Additional information concerning the Miami Cycle & Mfg. Co.'s purchase of the Hudson Mfg. Co., Hudson, Mich., clear up several points about which some doubts existed.

Although the Hudson Mfg. Co. will cease to exist, it transpires that the Miami company will continue to employ the Hudson nameplate and to market the line of Hudson bicycles which previously was sold by the Hudson Mfg. Co. Neither the name of the machines nor the methods of selling them will be changed, but, of course, hereafter they will be made in the Miami factory at Middletown, Ohio, a largely increased output being in contemplation.

The first report that the Miami people would make the D. & J. crankhanger, which they acquired in the Hudson purchase, a feature of the Miami jobbing bicycles, was due to a misunderstanding, and proves to have been erroneous. The Miami company states that under no circumstances will the D. & J., or any other Hudson hanger, be used on other than the Hudson line.

Reliance Increases Capital; Will Enlarge.

The Reliance Motorcycle Co., Owego, N. Y., has increased its capitalization from $15,000 to $50,000. Part of the new capital will be used for the construction of an addition to the factory.

The Retail Record.

Lima, Ohio—H. Hauenstein sold out to W. E. Rudy.

Riverside, Cal.—C. Young, succeeded by Union Wheel Co.

Lebanon, Ky.—Canary & Humsky, dissolved. I. L. Canary continues.

SIMPLICITY IN TWO-SPEED DEVICE

Ingenious Method by Which any Owner May Modify His Mount—Elimination of the Pedals a Feature.

With the advance of the two-speed gear movement, a not inconsiderable number of devices are being brought to light which result not from the advanced theory of the designer, but from the direct handicraft of some private owner. Besides casting light on new possibilities in the field of the changeable gear such arrangements are of interest as showing how it may be possible for any owner to modify his mount at comparatively slight expense in order to obtain the desired result. A very good instance in point is that of a Norwegian inventor who has contrived a very simple and effective two-speed arrangement by the simple means of eliminating the pedals and substituting in the hanger a counter shaft carrying a loose sprocket and clutch at either end. The old pedal driving sprocket on the rear wheel thus becomes useful for one of the two speeds, while the regular driving sprocket is used for the other.

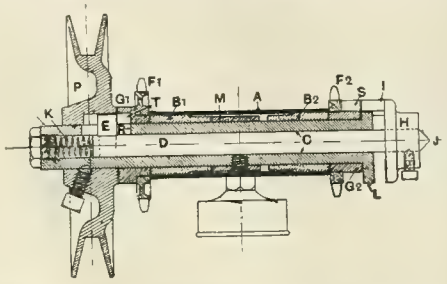
In adapting the device to the machine the only changes required in it are the removal of the old hanger equipment and substitution of the new one, and the replacement of the original driving sprocket on the motor with a V-pulley of suitable diameter from which a very short belt is carried to a corresponding pulley on the end of the new countershaft. A lever carried up from the hanger to within easy reach of the saddle enables the rider to "shift" gears without difficulty whenever such a change happens to be necessary.

From the accompanying illustration a clear idea of the manner in which the idea is worked out may be obtained. The counter shaft, C, is journaled in gun-metal bearings, B1-B2, and is hollow. Within it is the sliding rod, D, to one end of which is fastened the hardened steel piece, E, which is free to slide in a slot cut in the end of the shaft, C, as far as the shoulder, B. The two driving pinions, F1-F2, are mounted on steel bosses, G1-G2. The former carries a circumferential slot about one inch long and the latter a finger or tooth, S. A steel collar, H, is secured to the rod, D, while a tooth, I, projects from it in such a position as to engage the tooth, S. The spring, K, constantly tends to throw the rod, D, outward. This movement is resisted by the pressure of the end of the operating lever against the hardened steel point, J. In the illustration the gear is shown in the neutral or free engine position.

In order to engage the high gear the pressure of the lever is relieved from the end of the point, J, when the spring forces the rod, D, over far enough so that the piece, E, is forced into the slot, T, in the high gear pinion, F1. When it is desired to engage the low gear the rod, D, is forced inward by pressure on the point, J, releasing the piece, E, from its engagement with the high gear pinion and bringing the tooth, I, into contact with the tooth, S, on the low gear pinion, F2.

The flange, L, on the shaft, C, is cut away at one point to allow the tooth, I, to pass through it in engaging with the pinion F2, so that the rod, D, is relieved of all torsion or twisting strains. The collar, M, is provided to resist the thrust of the spring, K. A lubricator also is provided to prevent any frictional resistance in the parts and is so placed as to lubricate the entire mechanism.

In regard to the actual performance of this gear, which its inventor says he has run more than 400 miles over very rough and hilly roads, without difficulty, it develops



that a wholly unexpected and very gratifying feature has been evolved. It will be observed that whereas in changing from high gear to low it is necessary to force the rod, D, against the pressure of the spring, K, in changing from low to high the action of the spring is the only agent involved in altering the position of the rod. As a result of this, the spring, K, being rather weak, it has been found impossible to change up from the low gear until the engine has attained a certain speed and the resistance of the driving gear has been slightly decreased. It is thus impossible to change over until the machine is going at such a rate that the engine will have no difficulty in carrying the load. Hence, there is no chance of stalling the motor, as sometimes occurs with variable gears of more conventional pattern.

Cleaning the Gauze Strainers.

When cleaning the gauze strainers which are used to protect the air intakes of carburetters, care should be taken to use a cloth which is free from oil or grease, as even a very slight amount of moisture or oil may suffice to start a collection of deposit which will increase with startling rapidity. A point which should be borne in mind in this connecton is that as the accumulaton of dirt on the screen usually proceeds rather slowly the adjustment of the mixture is altered from time to time to compensate for the reduced amount of air which is being admitted to the cylinder. On this account, when the gauze is cleaned it will frequently be found necessary to make a complete readjustment of the air valve.

TO PREVENT LOOSENING OF PEDALS

Easy Mechanical Methods for Making the Pins Secure—Also a Simple Chemical Method with a Drawback.

"Some years ago, when, in fact, the system of screwing pedals into the cranks in order to reduce the width of tread was first introduced, there were constant complaints of the pedals coming loose, and it would seem that just now there is a revival of the trouble," says a foreign bicycle expert. "There were many mechanical devices to prevent the pins unscrewing, but, owing to good fitting, it was found that the trouble was not so great, and thus it happened that the mechanical fixing arrangements were abandoned. If a pedal-pin persists in coming loose, it is a most easy matter to fix it, either mechanically—the better course—or by chemical action.

"The easiest mechanical fixing is to drill the end of the crank with a small drill and tap the hole to receive a small set-screw, the hole being finished so that the head of the screw is countersunk. This screw should be just long enough to pass through the thread in the crank into which the pedal-pin screws, and when the pedal is screwed up tightly, the set-screw is tightened upon it. It really requires only a comparatively small pressure to prevent the pin working loose. It will be seen that, if the hole in the end of the crank be drilled in the center line of the crank, there will be practically no weakening of the material and no tendency towards bursting the end of the crank. If, on the other hand, the crank is abnormally thin, the pedal-pin itself can be drilled at the end to a depth of, say, half an inch. The end of the hole must be further drilled to form a taper and the hole tapped to receive a screw with a taper head. A saw cut across the end of the pin for about a quarter of an inch deep must then be made. If the pin be screwed in tightly and the set screw forced well home, the taper head will cause the pin to expand very slightly and so lock the pedal in position, but in this case the strain upon the screw will be greater, and, therefore, the former plan is the better, always supposing that the crank has sufficient metal.

"The chemical method is so simple that anybody can adopt it, but it has the drawback that it is a very difficult matter to remove the pin from the crank. The plan is to make a solution of sal-ammoniac and water and dip the end of the pin into this the inside of the hole in the crank should also be brushed with the solution, and then the pedal-pin must be screwed in tightly and the machine left for a day or two before it is used. The effect will be that the pin will be rusted into the crank and quite securely fixed. The ordinary solution in the battery of the domestic electric bell can be used."

SOME CAUSES OF OVERHEATING

Deposits of Dirt and Flooding of Carburetter that Invite Trouble—New Form of Force Pump Suggested.

Although one does not hear so much about overheating nowadays, even though much larger engines are used, there is a lot of it going on, according to a foreign expert, with the engines used by that class of man who pours in gasolene and oil, and as long as "the wheels go round" leaves the machine to itself, and the dirt and oil that collects on it. For if a man is careless about the outside of his engine, he will be just as careless about its inside, this authority continues. No doubt he will not starve it of oil, but on the other hand, judging from the outside of his crank case, he gives it a great deal too much. The oil then gets past the piston rings, burns up, smokes and smells, etc., and in the meantime is fouling up the combustion head and blocking up the holes of the muffler. A dirty cylinder, both inside and outside, tends greatly to cause over-heating and consequent poor running, and a choked-up exhaust brings about the same result, and adds back pressure into the bargain. The remedy in this case is, of course, simple. The cylinder head, top of piston, etc., must be cleaned of all deposit. The muffler should be taken to pieces and thoroughly cleaned.

Another cause of over-heating which is very often not thought of in a machine which is left to itself is wear on the exhaust valve stem and tappet. The space between these, when hot, should be about 1-32 of an inch, certainly not more. If more is found it should be remedied. Unfortunately, only one or two motorcycle engines are provided with adjustable tappets to the valves, but any kind of temporary repair can never be so satisfactory as a new valve tappet.

The carburetter is very often the cause of over-heating, generally through flooding. But supposing the machine to be one of the dirty ones, dust, grit, etc., will very likely be found in pretty plentiful quantities on the gauze of the air vents. If it is flooding which causes the trouble there are several things that would lead to this, and perhaps the most likely would be a punctured float. A tiny hole appears somewhere in the seam, and if a drop or two of gasolene manage to make their way inside, even this small difference will be sufficient to keep the needle valve open just a little too long, and so allow the surplus of fuel to overflow the jet. To repair the float is a rather tricky job, because the hole or opened seam must be soldered up, and so small a quantity of solder must be used as not to affect the weight and balance to any great extent. If there appears to be plenty of solder around the seam perhaps there may be enough to run it over the hole with a hot iron, providing the rest of the seam is not weakened.

The way to find the hole is to heat the float with a jet of steam, say from a kettle spout, and then place in water, and a thin stream of bubbles should issue from the hole. Another way, and a surer, is to warm the float in a gas jet so that when the vapor comes from the hole it will burn, but this method should not be used unless the float has practically no gasolene in, as a nasty burn on the hand may result if the thing bursts. The needle valve may be another cause of flooding, and thus overheating the engine. It may require grinding in. This should be done carefully with crocus powder and oil until there is a clean bright ring right round both seating and valve.

The foregoing would be the most likely causes of over-heating, provided that the machine is not driven with too rich a mixture, but there are a great many other things which cause the trouble, and among these may be mentioned the too low gear for the size of the engine, or if the overheating is only apparent on hills it may be the reverse, i. e., too high a gear for the power and speed of the engine. By some means or other the lubricant may be prevented from reaching the crank case, or perhaps the piston rings, if the engine is new, are rather a tight fit, but this last should be a rare occurrence.

The system of lubrication on the motorcycle engine is not at the best a very mechanical way of doing things, but only a few firms have made any real attempt to give the motorcyclist a simple automatic lubricating device. The ordinary force pump as found on nine out of ten motorcycles of to-day works all right in itself, only by this means the engine gets all the oil that has to last it some ten or fifteen miles at one dose, so that, if anything, it has far too much oil for the first few miles while the later ones have barely sufficient. A small force pump sending the oil through a hollow bearing and supplying the cylinder might be devised, and it would mean a great saving in oil and much better lubrication for the engine.

Treatment for Rubber Belts.

A tip concerning the so-called "compo-rubber" or composition rubber and canvas belts which are being introduced on this side of the water with many of the foreign motorcycles, concerns the manner in which they should be replaced on the machine after having been taken off. The advice, which comes from the manufacturer, is that belts of this kind should always be put back on the pulleys so that they will travel over the latter in the same direction as before removal. An arrow marked on the top of the belt will assist in avoiding the mistake of reversing the position. The reversal of the direction of travel is the cause of many composition or rubber belts cracking. Minor cracks in the belts of this kind are not necessarily serious if neglected, but sometimes such a crack will extend rapidly until it affects the canvas core. The life of a belt is sometimes prolonged and the crack checked by a treatment with a liberal application of ordinary rubber solution. Even when the crack only extends the depth of the rubber, the solution may be brushed in so that the canvas core absorbs it and is strengthened.

To Keep Tire Pumps in Order.

In order to secure continuous and efficient service from a tire pump it is necessary that the leather covering the plunger should be kept in a soft and pliant condition at all times and that the barrel should be properly lubricated. It is possible to accomplish his by removing the cap from time to time and squirting in a few drops of oil. A handier method is to drill a small hole in the side of the barrel, into which the oil may be injected from a squirt can without removing the cap. To protect the opening from the influx of dust and dirt which otherwise would interfere with its success, it may be covered with a little oil clip such as used to be employed on hubs provided with center oil holes.

Where Great Strength is Required.

An important point to be considered in connection with the subject of "free engine" gears and variable gears in general, is that with these devices in use the strains which are brought upon the transmission and the driving wheel are apt to be much greater than those which normally apply to a fixed drive machine of the same weight and power. This is due to the fact that with the ordinary type of machine, the motor is put into action only after the machine itself is in motion, whereas with the free engine arrangement the full starting load is apt to be thrown on with the motor running at its maximum speed. This is responsible for tremendous shocks to the transmission and to the driving wheel. On this account both should be very heavily constructed.

About Housing the Magneto.

In many respects it would be a satisfactory arrangements were a housing provided for magnetos in such a way that they would be completely enclosed and protected from dust and mud. Such an arrangement could be applied without much difficulty and would be especially useful in cases where the magneto is mounted low down on the machine where it is exposed to the splash from the front wheel. Riders who are disposed to work out such a contrivance could have them made at a tinsmith's, of tin, or galvanized iron, the only special provisions required being protection against rattling, and the bushing of the hole through which the spark plug wire is taken out with hard rubber.

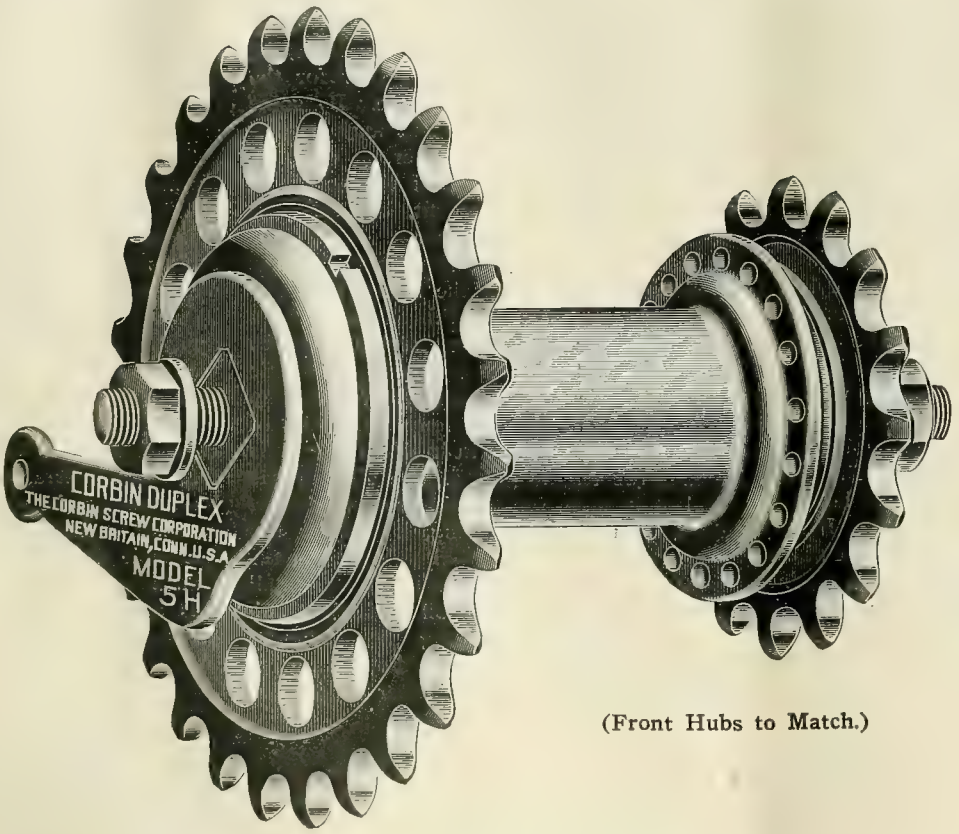
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THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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NEW YORK, AUGUST 29, 1908.

The Effect of Prompt Deliveries.

In trying either to keep for themselves or win away from others the most desirable and active agents in a town, cycle and motorcycle manufacturers are frequently unaware of a vital point which influences many agents to prefer handling one make rather than another. Outside the respective merits of the machines and the advertising support given by the makers in helping agency prosperity, there is a consideration which is very big to the agent, but which is hardly taken cognizance of by the average maker.

What that consideration is may best be indicated by the statement of a tradesman who by reason of covering considerable territory has come to learn agents' preferences and prejudices more closely than the average sales manager. In commenting on the subject he said: "It is surprising how far agents are affected in their interest or enthusiasm about handling any particular make or line of machines by the treatment they get from the factory in the supplying of renewal or spare parts that are called for—not so much in the matter of price but in speed and promptness. The difference between two days and four days may not seem much in supplying an order, but to the agent it is a whole lot, with the customer on his neck every few hours; but, when, as has been the case with some factories, orders for parts have to filter through the hands of about a dozen different people and are finally shipped a week or two after receipt, the agent is so sore that after it has happened a few times, he loses interest in the machines and makes no effort to sell them. When he can get in touch with a factory that ships on the jump what he asks for, he feels that he is being taken care of and is not having a struggle to do business with them, and he enthuses correspondingly."

No proposition can be presented with which manufacturers will more readily agree than that prompt parts shipments are desirable, and yet the quick despatch of such shipments often is not insisted on or even aimed at as a part of the manufacturer's business system. The executive heads of the concern will take the minutest interest in the design of a name plate, but frequently the quick despatch of repair parts engages little or no share of their attention, and is either hindered by too much complicated detail or by being left to "the boys in the shipping room." Conscientious as the latter may be, they would benefit by a little closer supervision and some "speeding up," while the course of the orders to their department should be made as expeditious as possible. The agent has many problems and worries of his own, and the manufacturer who relieves him of the heavy burden of delay on repair parts wins his loyalty and his business.

The Price of Motorcycle Parts.

Three important considerations are involved in the successful manufacture of motorcycles. The first is the perplexing question of production, the second is the problem of marketing and the third is the necessity of taking care of the customers after the output has been sold. So great is the relative importance of the first two elements of the makers' business that the value of the third is not always appreciated to the full degree which it merits. It is not enough to place a machine in the hands of an owner and show him how to ride it. In order to utilize him as an agent of publicity—as a riding advertisement—which is the ideal thing to do, he must be cultivated, flattered, pleased. He must be made to feel that the manufacturer is as much interested in the welfare and the performance of the machine after it leaves his hands as he was before it was assembled. Probably no one factor contributes more forcibly to success in this particular than does the careful handling of the supply of parts and replacements.

It is not sufficient to have the parts of the machine so constructed that they may be replaced readily and without fitting, nor to make it a point to carry on hand a sufficient number of parts of all models to furfil any probable demand; though these elements are of the utmost importance. A point which is of as vital import as the pricing of such parts with a broad view to satisfying the customer and making him feel that the maker takes an interest in him in a personal way. Unless he is made to feel this, the inevitable impression must be that the maker, not content with his first profit on the machine, seeks to reap a continuous income from it forever after.

From the methods employed in bicycle construction the motorcycle builder has learned many little economies of construction and improvements of method which make for careful yet rapid workmanship and so for first class production at the price which used to be paid for second class production. When carried out on a large scale interchangeable production involves a secondary benefit which is frequently overshadowed by the advantage of reduced first cost. That benefit is reduced cost of replacements. Despite this fact, however, it is to be observed that prices on motorcycle replacements are frequently higher by comparison than the prices asked for replacements applicable to bicycles only. Occasionally the buyer is made to feel that he is getting "stung" when he is forced to install a new part in place of a broken one. This never should be permitted. It casts suspicion on the intentions of the maker, leads to discontent with the machine, breeds complaint to other owners and comparison of repair bills, and finally tends to undermine the reputation of the machine.

The advantage to the maker who is in a position to supply replacements at very low figures needs no comment. The ability to quote advantageous prices on such parts is an index of close methods of interchangeable production which in itself is a good advertisement of careful construction of the finished machine. The successful marketing of such a product constitutes a useful weapon of publicity, and may be used as such to great advantage.

CORRESPONDENCE

Possible Causes of Lost Power.

Editor of the Bicycling World:

Enclosed find 25 cents in postage stamps for which please send me by return mail one of your books entitled "Care and Repair of Motorcycles."

I have a case on my own machine which is puzzling me and probably your book can help me. The machine always ran fine, but began to lose power a trifle and as the compression was not very good on account of exhaust valve being badly pitted, I ground this and obtained fine compression, but ever since then I cannot get anything like the speed and power I used to get. The motor does not miss any explosions, but simply will not speed up or give half the power it used to. I put in new batteries, new plug, the timing is at same place it always was, and I tried all kinds of adjustments of the carburetter, but no success. Possibly your book will throw some light on this case.

B. E. ZERBY, Allensville, Pa.

[As the valve evidently required considerable grinding, it is probable that when returned to its seat, set so low that the stem was lengthened sufficiently to prevent a tight fit and thus cause the loss of power. The end of the valve stem should be filed away until when the motor is hot there will be sufficient clearance between the end of the stem and the lift rod to permit the insertion of a visiting card. It will be well also to test the valve spring, as explained on page 22 of "Care and Repair of Motorcycles," which the chapter on "Valves" should afford other suggestion.]

The Five Miles Motorcycle Record.

Editor of the Bicycling World:

Kindly let me know who holds the world's motorcycle record for five miles in competition, also the time; likewise holder of the five miles record against time, and the time for the distance.

J. B. BRADY, Paterson, N. J.

[Five miles, competition, 4:58⅘, by P. J. C. Derkum, Los Angeles. Five miles against time, 4:47⅗, also by Derkum. On June 6th last, at Buffalo, Stanley T. Kellogg rode five miles against time in 4:47⅕, but no certificate has been filed and Chairman Morton states that it has not yet been booked by the F. A. M.]

When Coil Trouble is Suspected.

Editor of the Bicycling World.

I have a Thomas motorcycle and have had some trouble with spark coil. Have used one Dow coil and one Splitdorf coil, both of which fail to spark. When I vibrate trembler spring I can hear a click in the coil. Is it short circuited, or what is the trouble?

B. P. WOODY, Mason, Texas.

[It is possible that they are short circuited, but coil troubles are comparatively so rare that before blaming the coil, it will be well to closely examine the wiring, or test it in a dark room, to see if a minute break does not exist in the insulation. If this proves not the case, substitute another coil that is known to be working properly, and if the motor then "motes," return your coil coil to the makers for repair which usually they very cheerfully will perform. No one else can help you. A click in the coil usually denotes a leak in the condenser which would not, however, affect its operation. If the coil is strained by an excess of current or by forcing the spark to jump undue distances—as often is done in testing—it will "break down" the insulation, i. e., melt the wax and put the coil out of business.]

Gunn Seeks Los Angeles Franchise.

J. P. Gunn, who once competed at Salt Lake City, has taken up his abode in Los Angeles, and claims to have interested sufficient capital to insure the construction of a six-lap track within the limits of that city. Claiming to have $25,000 within reach, he has applied for an N. C. A. franchise, but as there already is an N. C. A. track at Seal Garden, on the outskirts of Los Angeles, unless Gunn is able to come to an arrangement with the owners thereof there is small prospect of his being able to obtain the desired franchise. According to reports from California, Gunn has talked rather too freely and is credited with having stated that if he fails to receive the franchise he will play outlaw. He also figures on conducting motorcycle races, in which connection he is said to be making free and unauthorized use of the name of the Federation of American Motorcyclists.

Restricting Sanctions for Half Mile Tracks.

R. S. Morton, the new chairman of the F. A. M. competition committee, has officially announced that hereafter he will issue no sanctions for races on half-mile dirt tracks in which machines exceeding 30½ cubic inches piston displacement are to be employed. He states that no exceptions will be made to this ruling, which is, of course, inspired by a desire to render motorcycle racing safer. It will go far to eliminate the risks and accidents which have occurred owing to the use of big machines on small tracks.

Chicago's Endurance Run Arranged.

The Chicago Motorcycle Club has set Monday and Tuesday, September 14-15, as the dates for its third annual endurance contest, which usually proves to be about the most important event of the year in the West. The distance of the forthcoming contest will be 414 miles, 207 each day, the route being from Chicago to Kokomo, Ind., and return over the same route.

Controls will be established at Hobart, Valparaiso, Michigan City, South Bend, Rochester, Kokomo, on the first day, and at Rochester, South Bend, Michigan City, Valparaiso, Hobart, Chicago, on the second day. The initial credit will be 1,000 points and the penalizations at the rate of one point for each minute late at controls and two points for too early arrivals.

Two classes are provided for: A, private owners; B, amateurs engaged in the trade. A silver cup will be awarded for the best score in each class. Entries close September 11, with Dr. S. W. Fahrney, chairman, 92 State street, Chicago. The fee is $5, which amount will be doubled for any entries accepted after the date of closing the entry list.

Taking a lesson from the error in distance and the snarl which grew out of the last F. A. M. contest in the East, the Chicago entry blank states that the club "has compiled the road directions and distances carefully, but will not be responsible for any errors or omissions." The scheduled pace will be 17 miles per hour, a speed which last year gave the club's contest the appearance of a road race.

The New Jersey Motorcycle Club, of Newark, has scheduled an open double century run, which the club styles an endurance contest, for Labor Day. Two circuits of a 100 miles course will be made and souvenirs be awarded to survivors.

COMING EVENTS

August 29, Hartford, Conn.—Hartford Motorcycle Club's hill climbing contest.

August 29, Philadelphia, Pa.—Quaker City Motorcycle Club's race, Point Breeze track.

August 30, Baltimore, Md.—Curbstone Wheelmen's 10 miles handicap road race, Mace's avenue course.

August 30, San Francisco, Cal.—California Cyclists' race meet at Stadium track.

September 6, San Jose, Cal.—California Cyclists' 100 miles relay race on the Berryessa course.

September 7, Newark, N. J.—New Jersey Motorcycle Club's double century run.

September 7, Milwaukee, Wis.—25 miles handicap road race, open.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

September 9, Washington, D. C.—Central Labor Union's motorcycle races, Bennings track.

September 9, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet at Agricultural Park track.

September 11, Springfield, Mass.—Motorcycle hill climbing contest on Wilbraham hill.

September 14-15, Chicago, Ill.—Chicago Motorcycle Club's annual endurance contest, Chicago to Kokomo, Ind., and return.

CAME SEVEN OUT OF THE ELEVEN

The Other Four in Milwaukee's Endurance Test Fail—Van Sickle Makes the Nearest to a Perfect Score.

Based largely on the idea that prevailed in the F. A. M. national endurance contest but with one very important exception, the Milwaukee Motorcycle Club on Saturday and Sunday last, August 22 and 23, conducted an endurance test in which not a perfect score developed. The rules were framed with exactly this purpose in view and the idea of the framers of the rules was fully carried out. Charles W. Van Sickle, riding a 3½ horsepower Indian, turned up the winner with a score of 997, out of a possible 1,000, and J. A. Turner, riding a Merkel, was second with 996.

There were 11 starters in the two days' test over the 360 miles course which was laid out. Only seven finished. The Milwaukee club had expected a large number of entries from Chicago, and were much disappointed because of their absence.

It was the first endurance test in which railroad time schedule was attempted. The winner was to be the contestant who finished nearest to schedule at the 18 controls and checking stations scattered over the course. Actual controls were far enough apart, as required by F. A. M. rules, but schedule time also had to be maintained at checking points, so that the checks were practically controls, and these were at some points only five or ten miles apart. In the national contest, while time was recorded at checking points, no cognizance was taken of such times save in the event of a tie.

The rules called for disqualification if any contestant was caught more than 30 minutes ahead of schedule at any of the controls or along the road. John R. Ball, riding a Merkel, was 30 minutes ahead at Watertown, Wis., and was promptly disqualified. Ralph Sporleder, riding a Harley-Davidson, was 45 minutes early at one of the controls the first day, but was not disqualified because he bent a connecting rod and could not check in.

The numerous checks and controls played havoc with the scores. There were one or two secret checks and the checks were placed in out of the way places to catch the unwary.

At Golden Lake, the check was right around a sharp bend in the road. Van Sickle and Turner, who were together, came upon this secret check while Joe Merkel, who was in charge, had his head turned and promptly turned into the bushes at top speed and narrowly escaped landing in the lake. They had to lay in the bushes for 15 minutes before their time to check in expired. Lacy Crolius was not so fortunate. He arrived at Golden Lake 18 minutes ahead of time, and thereby lost 36 points on the first day. Walter Davidson and a couple of others lost the road near Waukesha and found the right course too late to escape penalization.

Instead of being a question of endurance of men and machines, the test was largely a test of the speed judging qualities of the riders and a test for the watches which the riders used, no allowance being made for variation of time pieces. Turner and Van Sickle were never more than 30 seconds off at any of the controls or checks, a fraction of a minute finally deciding the victory in favor of the Indian rider.

During the second day's run, a hill climb was scheduled in the test, with penalization either for dismounting or pedaling. The hill selected was Becker's hill, the starting point for the climb being at the top of another hill. Only one of the contestants fell by the wayside in this climb, Edward Buffum. He was caught in a sand pile at the bottom of the hill and a spill resulted.

The two day's run were respectively 188 and 172 miles. The first day's run was from Milwaukee to Waukesha, Pewaukee, Nashotah, Oconomowoc, Watertown and Monument, then back via Golden Lake. There were eight controls and checking stations in this stretch of 188 miles, counting the night control, and the schedule was 15 miles an hour. The second day, 172 miles, there were nine checks and controls, going from Milwaukee to Schleisingerville, Theresa, Fon du Lac, Oshkosh and back, with the hill climb sandwiched midway between Milwaukee and Schleisingerville.

The roads throughout were the typical western kind, bumps, ruts, sand and the like. The survivors and their scores were:

	Points.
C. W. Van Sickle, Indian	997
J. A. Turner, Merkel	996
W. P. White, Merkel	991
F. A. Bremer, Merkel	990
Oakley Fisher, Harley-Davidson	989
Walter Davidson, Harley-Davidson	988
S. Lacy Crolius, Harley-Davidson	939



THE SEVEN SURVIVORS OF THE MILWAUKEE ENDURANCE CONTEST

KRAMER-FOGLER GET IT AT LAST

Disqualified in Big Handicap at Newark—Fast Time in Tandem Event—Beyerman Wins Long Amateur Race.

After a profitable season of pre-arranged I-win-you-lose racing, Kramer and Fogler, on Sunday, 23d inst., got a package of something that had been long overdue. Upon finishing first and third, respectively, in the half-mile repechage handicap at the Newark (N. J.) Velodrome, they were both disqualified by Referee Kelsey, not only for cutting in on the inside and going below the pole line, but for the specific offense of collusion in their riding. The pair were not only thus required to relinquish their grasp on first and third money, but Kramer was shorn of the honor of the record which was at first attributed to him by the timers. Kramer's time was 54⅕ seconds, which would have been a world's record for the distance had it stood, but which was nullified by his cutting the course by running on the flat, below the black line, and by his subsequent disqualification. Walter Bardgett, at 15 yards, who had made his jump to the front on the outside of the bunch in the proper way, and had finished second, was placed first, while John Bedell, who had come in fourth, after Fogler, got second, the other riders being advanced accordingly.

The race, by reason of the speed and because of the big crowd of spectators that rose to their toes for the finish, was one of the greatest seen at Vailsburg this season. The heats for the men at the various marks had shown fast riding, Kramer beating Fogler and Bedell in the scratch bunch, Bardgett defeating Krebs at 15 yards, and the longer mark men having close struggles. In the repechage heat, Bedell, Fogler and Krebs, together with some long markers, got in for the final. As the distance was only three laps, the 75 yard men in the final lit out at the gun like scared coyotes. Fogler was shoved forward to do his accommodating towing act for Kramer and tried hard to earn his hire, and Bedell was happy to use them both by tacking on to Kramer's rear wheel. Bardgett had caught the bunch ahead and had wormed through to the second row, leaving Krebs by himself to wait for the scratch men. On the back stretch of the second lap the leading crowd bunched and filled the width of the track in close formation, so that when pilot Fogler arrived at their backs with his personally conducted party, there was nothing but a solid wall of riders for him to look at.

Instead of waiting for it to break in the final sprint, Fogler took a chance on a flagrant violation of the rules and led Kramer straight into the forbidden territory below the pole line and darted through on the inside. Bardgett and Bedell rode high and got around the hindrances in front, so that the four fast men got clear and aimed for the tape at the same moment, with the Kramer-Fogler combination having a little the best of it. When Fogler turned Kramer loose for his sprint, the latter rode like a streak. Bardgett, followed by Bedell, threw on the lightning, and flashed in second, while Fogler's lead brought the latter in ahead of Bedell.

When the excitement of the stirring finish was subsiding, another wave of it was started by Krebs protesting against both Fogler and Kramer. The riders gathered around the referee and Kramer himself came out of his dressing room to explain how it all happened. After informal court, they were both disqualified, and Bardgett was declared the winner. The action of the referee was cheering news to the ridrs who had been trying to win on their merits and who are not in sympathy with combinations and prearranged racing and splitting of purses.

Later in the day a world's record was claimed for Kramer and Fogler in the two mile tandem professional race, the time being 3:46⅖, but as a flying start was employed, the 10 seconds clipped off the standing start record is easily accounted for. The N. C. A. does not recognize or keep account of flying start records. Six tandem teams competed, Sherwood and Rupprecht getting second.

The largest field that ever started at the Velodrome, lined up for the 25 mile open amateur event. There were 46 riders and they all got away without a mishap or a spill. There were few falls during the race and the field was thinned chiefly by a pace too warm for the frail ones. Eighteen men were in at 10 miles and the same 18 were all there at 20 miles. First position went to Adam Beyerman, who got valuable assistance from Maurice Vanden Dries. Second and third positions went to Walter Schlee and P. C. Heidrick. In the novice race, which opened the program, George Williams was the valedictorian of the class.

The summaries:

Half mile novice—Won by George Williams; second, William Beck; third, Harry Zeile. Time, 1:14⅕.

Half mile repechage handicap, professional—Won by Walter Bardgett (15); second, John Bedell (scratch); third, Edward Rupprecht (25); fourth, Teddy Billington (35). Frank L. Kramer finished first in 0:54⅕, and Joe Fogler finished third, but both were disqualified for collusion.

Twenty-five miles open, amateur—Won by Adam Beyerman; second, Walter Schlee; third, P. C. Heidrick; fourth, Lewis Owens. Time, 1:03⅘.

Mile prize winners—Schlee 4, Jackson 4, Heidrick 3, Kessler 3, Franks 2, Beyerman 2, M. Vanden Dries 2, Miller, Jokus, Seufert, Martin 1 each.

Two mile tandem open, professional—Won by Frank Kramer and Joe Fogler; second, Edward Rupprecht and Charles Sherwood; third, Carl Vanoni and Norman Anderson; fourth, John Bedell and Floyd Krebs. Time, 3:46⅖.

Owing to the heavy rain and subsequent chilling weather, the meet scheduled for last Wednesday evening at the Newark (N. J.) Velodrome, was declared off.

"National Association" Cards His Meet.

The "National Association of Motorcyclists," which was formed by printing that name on a letterhead, and which is the property of the Massachusetts manufacturer who paid for the printing, will hold his "annual meet" in and around Boston, September 5-7. Track races, a road race and a "free banquet" are promised. The manufacturer and his employes are, as usual, making the necessary arrangements, many of the letters being written on his business letterhead. The "national association" has great hopes of "consolidating" with the F. A. M., but just how it can be legally effected is not made plain. The chief purpose which the manufacturer has served to date has been the suspension and professionalizing of a score of his employes and customers; the number probably will be increased after his "annual meet."

Denver Plans a Six Days Race.

Before the six-day race fever has a chance to make the annual host of cycling enthusiasts, hot sports of the night-blooming series, and plain, ordinary stay-outs journey to Madison Square Garden to camp out night after night in the galleries, Denver, Col., expects to steal a march on the New York promoters by holding a six-day race in October. George Walthour and George Forepaugh, the former a brother of Bobby Walthour and the latter a son of the famed Adam Forepaugh, are promoting the affair and say they will offer $3,000 cash prizes. They hope to secure the Denver auditorium and if so, to bring on such a string of famous riders that the East, as well as the West, will sit erect and take mental note. Mr. Forepaugh says that the report that the race is to be held in three rings rather than one, is untrue, although the show is to be a big one, if the big riders become interested and the announced plans are carried out.

St. Paul Organizes Motorcycle Club.

The Motorcycle Club of St. Paul, Minn., has been formed with the following officers: George K. Foster, president; C. S. Horn, vice-president; Theodore F. Broos, secretary; Alban Bodine, treasurer. One provision of the new club's constitution forbids the holding of office by anyone engaged in the motorcycle trade.

24 Hours Motorcycle Contest not Carded.

Although it had been announced that the New York Motorcycle Club would conduct a 24 hours road contest on Labor Day, the announcement was premature. An event of the sort was in contemplation, but nothing definite has been done toward bringing it to a consumation.

HOOSIERS BEAT BACK INVADERS

Home Grown Talent Scores in Richmond's Road Race—Wrests Even Time Prize from Visiting Cracks.

Richmond, which so far as bicycle racing is concerned, is the liveliest dot on the map of Indiana, held another handicap road race on Saturday last, 23d inst. It attracted a larger crowd than had witnessed any of the preceding races and brought more joy to the natives than any of them; for not only was the race won by a Hoosier lad, George Kell, of Liberty, Ind., but another one—and a Richmond rider at that—Harry Griffith, captured the time prize. It was a proud day for both of those young men.

Among those whom they defeated were the Chicago crack, Howard Bigelow, and Robert Miller, a fast flyer from Hamilton, Ohio. Both of these men, with Robert Graham and Silas Brown, started from scratch. They were never in the hunt, however, as Kell, who had three minutes handicap, made such good use of it that the scratch men not only failed to gain on him but made slower time. Griffith, who captured the first time prize, had two minutes handicap. His time was 50:05. The race between the scratch men speedily resolved itself into a battle between Bigelow and Brown. They quickly shook off Graham and Miller and in the final dust-up Bigelow got the best of Brown by an eyelash. They finished 11th and 12th respectively and accounted for third and fourth time prizes.

The distance of the race, which was promoted by the Richmond Dealers' Bicycle Association, was 16 miles. Twenty-three men started, of whom six failed to finish. Spectators interfered with the riders at the finish, but no spills occurred. During the race, however, Earle Cotton ran into a boulder and was badly shaken up, and John Shallenberg, of Richmond, also tumbled, but escaped with minor bruises, and managed to finish.

The summary:

No.	Name.	Hdcp.	Net Time.
1	George Kell	3:00	50:40
2	Harry Griffith	2:00	50:05
3	Frank Limerick	4:00	52:08
4	W. Luker	4:00	52:30
5	Paul Hutchison	6:00	55:55
6	Elmer Ranis	8:00	58:25
7	Louis Roth	5:00	55:26
8	Granville Harris	8:00	58:36
9	James McCarthy	8:00	58:36
10	Herbert Cotton	2:00	53:26
11	Howard Bigelow	scratch	51:35
12	Silas Brown	scratch	51:35⅕
13	Robert Graham	scratch	52:37
14	Robert Miller	scratch	52:38
15	John Shallenberg	1:00	55:36
16	Selby Williams	8:00	65:50
17	Earl Ogg	8:00	67:50

Time Prize Winners.

1	Harry Griffith	2:00	50:05
2	George Kell	3:00	50:40
3	Howard Bigelow	scratch	51:35
4	Silas Brown	scratch	51:35⅕



SOME OF THE FAST FLYERS OF RICHMOND, IND.

Ambitious Tour of Two Motorcyclists.

B. C. Bunker and O. H. King, of St. Paul, Minn., are reported as having started on what is undoubtedly the most "tallest" motorcycle tour ever attempted. They contemplate making a gigantic belt around the United States touching all four corners of the country. From Detroit, whence they started, the proposed route leads to Milwaukee and Chicago and then East to New York. Leaving the metropolis, they will journey south along the Atlantic and Gulf coast lines to New Orleans, and then westward to San Francisco. They will skim up the Pacific coast to Seattle and return eastward, winding up at St. Paul, Minn. No time schedules have been laid out to hamper them and the tour is to be purely a pleasure trip over the best conditioned roads that Messrs. Bunker and King can find, time being no object.

DETROIT TEST CASE A BOOMERANG

Motorcyclist Forced Issue and Court Decides Against Him—F. A. M. Seeks to Assist in Appealing the Case.

In his desire to discover the exact legal status of motorcycles, Henry G. Smith, the police patrolman who is president of the Detroit Motorcycle Club, last week obtained a decision by Judge Jeffries, in Detroit, which, if not upset by the higher courts, will not make easier the way of motorcyclists in Michigan, or any other State. For Judge Jeffries, in the recorder's court, ruled that motorcycles are amenable to the automobile law and must, therefore, pay a registration fee and display numbers and the State Seal.

The Michigan law applies to all motor vehicles, except traction engines, "which are propelled by other power than muscular power," but many of its requirements, such as those requiring the use of two lamps on the front of a machine and a red one on the rear, make plain that motorcycles never entered the minds of the framers of the statute. Despite this very evident fact, when Smith forced the issue and had himself arrested for failure to display a number, Judge Jeffries promptly imposed a fine of $5.

Smith's arrest was in the nature of a test case. Before inviting it, he applied to the Secretary of State for a registration certificate but that official ruled that motorcycles not coming within the meaning of the law, none was necessary.

Smith appears to have the backing of the Detroit Police Department as it is said the department will appeal from Judge Jeffries' decision and, if necessary, carry the matter to the Supreme Court of the State.

When President Ovington, of the Federation of American Motorcyclists learned the state of affairs and realized the far-reaching effect of such proceedings, he addressed Mr. Smith and urged that no steps be taken without the knowledge and co-operation of the organization, which desires to become a party to any action involving such a vital point.

New Hampshire Motorcyclists Organize.

The Consolidated Motorcyclists have organized at Keene, N. H., with the following officers: President, Glenroy W. Scott; vice-president, Fred S. Morse; secretary, C. C. Wilber; treasurer, Henry C. Lake. The club starts with a membership of 49, and gives evidence of being a truly active orginization.

Labor Union Programs Motorcycle Races.

Motorcycle races under F. A. M. sanction are to constitute a feature of the Central Labor Union's celebration, in Washington, D. C., on Labor Day. The races will be held on Bennings track. A 25-mile event will be the chief feature.

RECORD SLASHING AT SALT LAKE

Clarke and Lawrence Set New Marks—Four Cuts from One Record—Unknown Distance Races Furnish Excitement.

Salt Lake City, Aug. 20.—Unpaced record trials, about the truest measure of a cyclist's speed and "sand," formed a feature of last night's card at Saltair. It resulted in a horrible disfigurment of the three- quarter mile amateur record. The poor thing was forced into the ring four different times and was knocked out in each bout. Percy Lawrence took the hardest fall out of it. When he delivered the final uppercut and the record was permitted to stand on its feet long enough to be recognized, it stood at 1:23⅗. The other men who battered it during the evening were Halstead, who did 1:24, Giles, 1:25⅕, and Crebs, 1:25⅖. The latter formerly held the record of 1:27⅖.

In the professional class, A. J. Clarke also man-handled a record. In the half mile race, which he won, of course, he clipped off 1⅕ seconds, doing the distance in 51⅕ seconds. It was a short race, but a pretty one. McFarland took up the running with Downing, Mayer and Clark fighting for his rear wheel. There was a lot of rough work which the referee overlooked, although it threatened accident, and when the sprint began there was a wild scramble in which Clarke got the best of it. He went by McFarland like a flash, but Mac was able to "tack on" as he went past and finished second by a length, Downing beating Mayer for third place.

The unknown distance races proved decided hits. First the amateur event was started and after the riders had completed eight laps, Referee Berry gave the signal, allowing two laps for the finish. Parley Giles, who had fought off every effort to cut him from the pole position in front, got the best of the sprint and won from McCormack by half a wheel, with Hume in third place.

The unknown distance event for the pros was even more interesting. All the fast men were at the front of the field when two miles were covered, anticipating that the signal would be given about that time, as in the previous race. It was not forthcoming, however, and the speed slackened. The men behind caught up with the leaders and at the 2½ mile mark, the referee gave them the pistol. Clarke was quickest on the trigger, his jump putting daylight between himself and the bunch.

Samuelson was second. Hollister and Palmer, who had broken away from the bunch, came in for third and fourth money. McFarland did not start, and Mayer and Downing were too poorly placed when the scramble began to do any damage.

The summaries:

Half mile open, professional—Won by A. J. Clarke; second, McFarland; third, Downing. Time, 0:54⅕.

Three-quarters mile record trial, amateur—Won by Lawrence; second, Halstead; third, Giles; fourth, Crebs. Time, 1:23⅗.

Unknown distance, amateur—Won by Parley Giles; second, H. E. McCormack; third, J. B. Hume; fourth, E. Meyers. Time, two miles, 4:04⅖.

Unknown distance, professional—Won by A. J. Clarke; second, Samuelson; third, Hollister; fourth, Palmer. Time, 2½ miles, 4:57⅖.

Salt Lake City, Aug. 24.—A. J. Clarke again "did things" on the Saltair track last night. This time he broke the half mile unpaced record of 51⅕ seconds, held since 1905 by W. E. Samuelson, by setting up the new mark of 50⅖ seconds. Clarke received a poor start, or he probably would have bettered the figures. He sprinted practically the entire distance and finished strong.

Samuelson, "the pride of Provo," found easy money in the final of the professional Australian pursuit race. McFarland was not there to worry him, nor were Clarke, Palmer, or De Mara, who got mixed in a bad spill on the first lap. Samuelson fought the battle with Walker, Downing and Mayer, and the latter trio went down in that order, inside the short distance of 1 mile 4 laps 166 yards. The time was 3:14.

In the mile handicap the middle mark men took the honors. They went out to win from the crack of the pistol, and Clarke, Mayer and McFarland, working from scratch, could make but little impression on the flying leaders. Devonovitch, from the 85 mark, made a big bid for first place, but Mitten, who began 80 yarrds to the good, came strong on the last lap and nipped the Russian almost on the tape, in 1:46⅘. Palmer was a close third, and Clarke fourth, while the best McFarland could do was to follow Clarke. The big handicaps given in this event which prevented the rear end of the procession from getting a look-in at the finish, did not please the crowd of fans present. But it is barely possible that Clarke, McFarland, and some of the other stars had not recovered from a scare they sustained two days previously when the train returning them from Ogden to Salt Lake, struck a cow and jumped the track.

E. J. Hollister, starting with a handicap of 65 yards, did good work in the half mile handicap, amateur, which he won after a hard ride, in 54⅘ seconds. He soon collared Lindgren (75 yards), and Givlin (100) and was never in danger. The two latter got second and third, respectively. The back-markers never caught up.

In the amateur unknown distance lap race, Parley Giles won at the finish of 1 mile and 5 laps, after a hot contest with Hume and McCormack. The two latter finished second and third, respectively, shutting out Percy Lawrence, who finished in fourth position. The race was a sprint from the push-off, all riders making the usual scramble for the front. Giles' time for the distance was 2:55. The work of Hume indicated that he is returning to life.

The summaries:

Half-mile unpaced record trial—Won by A. J. Clarke. Time, 50⅖, breaking world's record of 51⅕ seconds.

Mile lap handicap, professional—Won by Mitten (80); second, Devonovitch (85); third, Palmer (75). Time, 1:46⅕.

Half-mile handicap, amateur—Won by Hollister (65); second, Lindgren (75); third, Givlin (100). Time, 54⅘ seconds.

Unknown distance, lap amateur—Won by Giles; second, Hume; third, McCormack; fourth, Lawrence. Time for 1 mile 5 laps, 2:55.

Australian pursuit race, professional—Won by W. E. Samuelson; second, Walker; third, Downing; fourth, Mayer. Distance, 1 mile 4 laps 166 yards. Time, 3:14.

Huyck Makes the Whole Show.

Motorcycle racing is forming one of the daily features of the Wheaton (Ill.) Fair, which is now in progress and which is one of the big annual events in that part of the country. During the first two days, August 25 and 26, Fred Huyck, of Chicago, on an Indian, captured all of the honors by making a clean sweep of the four events that were decided. The summaries:

August 25. Five miles, 20.10 class—Won by Fred Huyck, Indian; second, L. Galitski, Thor; third, T. Champey, Torpedo. Time, 5:42½.

Ten miles, 30.50 class—Won by Fred Huyck, Indian; second, C. W. Van Sickle, Indian; third, J. A. Turner, Merkel. Time, 11:08½.

August 26. Five miles, 30.50 class—Won by Fred Huyck, Indian; second, H. Bernard, Harley-Davidson; third, J. A. Turner, Merkel. Time, 5:30.

Ten miles, 61 class—Won by Fred Huyck, 3½ Indian; second, H. Bernard, 6 Harley-Davidson. Time, 10:50.

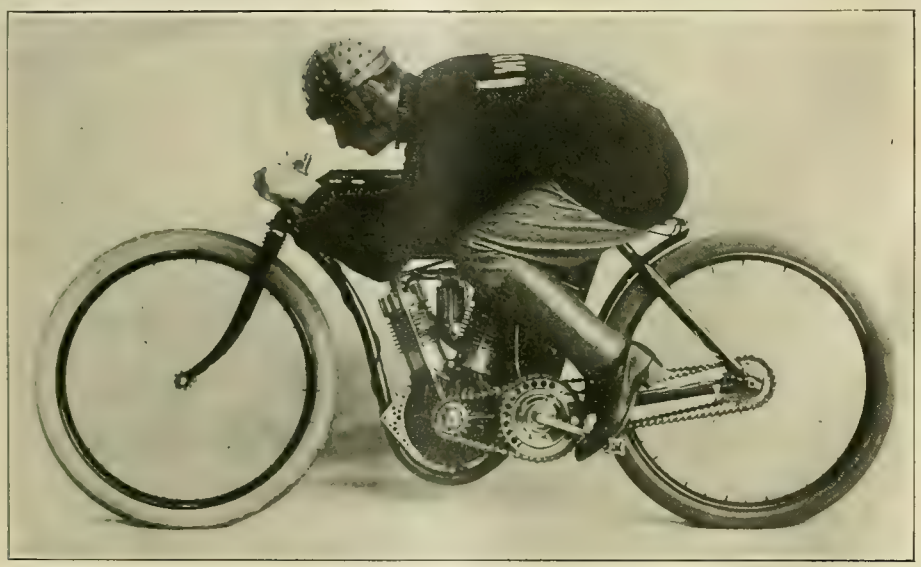
Although it escaped mention at the time, one of the biggest "killings" ever made by a motorcyclist was done by Huyck on his Indian at the race meet of the Aurora (Ill.) Motorcycle Club on August 8. Of the six events that were contested, the Chicago youngster won five, beating good field's in each event. He won the three miles for stock roadsters in 4:23⅗, the ten miles in 13:20; the five miles in 6:48; the 25 miles in 33:14⅖, and the pursuit race, which went for machines of 30.50 displacement or less. The only race that escaped Huyck was the three miles, 21.10 class, which was won by Stanley T. Kellogg (Indian), in 4:09; C. S. Hinckley (Thor), was second, and Huyck third.

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DEROSIER'S WHIRLWIND FLIGHTS

He Creates Two New Records at Paterson Stadium—Stein Penalized in N. C. A. Amateur Championship.

Jacob Derosier, who has been supplying most of the thrills for the public which attends the races at the six lap Paterson (N. J.) Stadium, gave the people something extra on Sunday, August 23, when he played the part of a human streak and rode the fastest quarter mile ever done on a motorcycle. In a dizzy whirl of a lap and a half, he established a new world's record of 13⅕ seconds. This is at the rate of a mile in 52⅘ seconds, or 68.2 miles per hour. The flight was so short and so quick that the crowd scarcely realized what had happened. It was the first time that such a short distance record had been undertaken and any figure that Derosier might create was sure of going on the books. A half mile in 38⅘ seconds is the shortest distance that heretofore has held a place in the record tables.



JACOB DEROSIER ON HIS 7 HORSEPOWER INDIAN

After creating the new record Derosier felt so good that he forgot all about his resolve not to compete in a race on a small track when more than two men were permitted to start; for he promptly lined up for the three miles handicap and for the first time at Clifton he had company on the scratch mark. Carl Ruden had become possessed of a big 8 horsepower Metz and the handicapper thought him worthy of giving battle to Derosier on his 7 horsepower Indian. The other starter was Arthur Mitchell (Indian), who had a handicap of one lap. The race, however, was all Derosier's. He left Ruden in a hurry and quickly collared Mitchell, and even then did not let up. He went all out all the way and to such good purpose that he placed another new record in the table by doing the distance in 3:01⅘. The old record was 3:03⅗.

Apart from Derosier's performances, the meet was notable for a small sensation which developed in the two miles N. C. A. amateur championship. The field was a "classy" one and included Fred Hill, of Boston; Charles Stein, the "find" of the season; Fred W. Jones, who also is one of the year's "comers," and George Cameron, just returned from London and its Olympic trials. The four made a pretty fight for the honors and in the scramble for home Stein took the "short cut" inside the pole line and finished first in 5:12⅖. Hill was a close second and Jones third. Cameron, who had not yet recovered his land legs, trailed Jones. For cutting the course, Stein was set back one position by Referee Valentine, the race being given to Hill. It was officially explained that "setting back," instead of disqualification, is the usual proceedure when championships are concerned. Hill, however, won the three miles open on his merits, beating off Mackay and Jones. Peter Drobach took the amateur handicap.

In the 20 miles paced event which also formed a feature of the program, "Old Man" Butler rode a fine race and disposed of Jimmy Moran and E. J. Collins in 30:50⅖.

The summaries:

Two miles amateur championship—Won by Fred Hill; second, Charles Stein; third, Fred W. Jones; fourth George Cameron. Time, 5:12⅖.

Twenty miles motor paced race—Won by Nat Butler; second, Jimmy Moran; third, Elmer Collins. Time, 30:50⅖.

Half mile handicap, bicycle, amateur—Won by Peter Drobach; second, Joseph M. Eifler; third, Fred W. Jones. Time, 1:03⅕.

Three miles motorcycle handicap—Won by Jake Derosier (scratch); second, Arthur Mitchell (one lap); third, Carl Ruden (scratch). Time, 3:01⅘.

Three miles lap race, amateur—Won by Fred Hill; second, David Mackay; third, Fred W. Jones. Time, 6:24⅕.

Trial against time—Jake Derosier, ¼ mile, 13⅕ seconds.

McFARLAND DEFEATS LAWSON

Takes His Measure in Two Heats Out of Three at Salt Lake—"Team Work" Causes Amusement.

Salt Lake City, Aug. 19.—Spectators at the Salt Palace last night saw Iver Lawson fall an easy victim to Floyd McFarland in a half mile go-as-you-please race. The latter won the last two heats after Lawson had made a runaway of the first.

When Lawson won the initial bout, he made such a brilliant finish that he looked like a sure winner, but in the second heat, McFarland fought him to the tape and won by a foot. In the third heat "Lanky Mac" had the lead all the way, and unwound his sprint two laps from home in a fashion that Lawson could not answer. The times were 1:20⅖, 1:18⅕ and 1:21⅗.

The mile handicap professional was easy money for the middle markers, De Mara, from 75 yards, beating out Hollister by half a wheel in 1:55⅗.

Hollister won the half mile open professional in 1 minute flat, after some amusing team work with W. E. Samuelson. It was announced before the start that these two would team, but soon after the pistol cracked the "teaming" became a joke. Hollister went to the front, but Samuelson remained behind the bunch, presumably to admire their backs. Then Devonovitch caught Hollister and stuck close behind him, but Palmer came up on the outside at the finish and took second place from the Russian.

The Australian amateur pursuit race was spoiled by Phil Wright, who fell after colliding with Lindgren. The latter had quit riding and when Wright struck him, Wright fell so hard on the side of his face that he was carried off unconscious. He soon revived, however. Percy Lawrence captured the race, tagging Parley Giles after riding 1 mile 6 laps 163 yards in 3:46⅗. Lawrence also got away with the two miles lap amateur race.

The summaries:

Half mile match heat race, professional—First heat won by Iver Lawson; second and third heats won by Floyd McFarland. Times, 1:20⅖, 1:18⅕, and 1:21⅗.

One mile trials against time, motorcycle—T. M. Samuelson. Times 1:10⅕, 1:08⅖.

One mile handicap, professional—Won by De Mara (75); second, C. L. Hollister (30); third, W. L. Mitten (65). Time, 1:55⅗.

Half mile open, professional—Won by C. L. Hollister; second, Palmer; third, Devonovitch; fourth, Wilcox. Time, 1 minute flat.

Unlimited Australian pursuit, amateur—Won by Percy Lawrence; second, Parley Giles; third, R. Diefenbacher. Distance, 1 mile 6 laps 163 yards. Time, 3:46⅗.

Two miles open lap, amateur—Won by Percy Lawrence; second, Halstead; third, L. Thomas. Time, 4:02⅖.

WITH THE LOS ANGELES MOTORCYCLE CLUB ON A SUNDAY RUN.









MACLEAN FINDS TWO "EASY MARKS"

Gives Root and Vanoni Long Starts and Beats Them Handily—Tom Connolly Captures Amateur Events.

Before a fair sized crowd at the Revere Beach (Mass.) track, Saturday, August 22, Hugh MacLean, Chelsea's idol, placed a few more sprigs of laurel in his buttonhole. Carl Venoni and Eddie Root wanted to be "shown" in the 25 miles three-cornered match race and MacLean gave them a "demonstration." Starting from scratch he allowed Root a handicap of three laps and Vanoni six. The track was in poor condition and made fast going dangerous, nevertheless MacLean turned loose from the crack of the gun and soon made evident that Vanoni was out of his element. The Chelsea rider gained a full lap on him in the first mile and made up half a lap on Root. The latter gave MacLean a good stiff run for the first five miles, which was done in 7 minutes 31⅘ seconds, the champion failing to make any appreciable gain on his opponent, but in the sixth mile, he turned on more speed and passed Root, repeating the performance in the tenth. Thereafter, Root fell away and three miles later MacLean got by him for the third time and took the lead. Root trailed him closely for several miles, though he had trouble in holding his pacemaker. In the 22d mile MacLean again lapped Root, and finished with 1½ laps to spare. Vanoni, who had been lapped repeatedly, refused to quit and was more than a mile behind Root. The time was 37:14⅖.

In the one mile amateur handicap, French style, Tom Connolly, William Bussey, Chas. Hayes and James Farren, won their quarter-mile heats and in the final had a hard battle, Connolly winning in 2 minutes 11⅕ seconds, with Bussey second and Hayes third.

Tom Connolly also captured the five miles amateur open. Bussey got the best of the start and tried to run away from the field, but when Connolly and Hayes went after him in earnest they quickly pulled him down. In the final sprint Tom Connolly beat out Hayes in 13:30⅘. Bussey was third and C. Connolly fourth. Mile prizes were won by Farren, Busey, Stillman and A. Connor.

Turville and Rudin reeled off a two mile motorcycle race, which Turville won in 2:51⅕.

The summaries:

25 miles motor paced handicap, professional—Won by Hugh MacLean (scratch); second, Eddie Root (3 laps); third, Vanoni (6 laps). Time, 37:14⅖.

One mile handicap, French style, amateur—Won by Tom Connolly; second, W. H. Bussey; third, C. W. Hayes. Time 2:11 ⅘.

Five miles, amateur—Won by Tom Connolly; second, Charles Hayes; third, William Bussey; fourth, C. Connolly. Time, 13:30⅘.

Two miles match motor race, professional—Charles Turville defeated Carl Ruden. Time, 2:51⅕.

"Motor Scouts" Hold a "Matinee."

The Detroit Motor Scouts held a sort of family affair on the testing track at the Ford automobile factory in Detroit, Mich., Saturday, August 23, the feature of a short program being the performance of Don Clarke, who managed to get a place in each of the four events, two firsts being a part of his bag. H. D. Brown, with a 1½ minutes handicap, captured the ten miles event, beating Clarke, who started from scratch. The 15 miles handicap was won by W. J. Treahy, after an argument with Clarke from start to finish. No times were announced. The summaries:



Five miles, for single cylinder machines—Won by Don Clarke; second, P. J. Brown.

Five miles handicap—Won by Don Clarke; second, M. Cannutson.

Ten miles handicap—Won by H. D. Brown, (1½ minutes); second, Don Clarke, scratch).

Fifteen miles handicap—Won by W. J. Treahy; second, Don Clarke.

Mayer Wants to Meet Kramer.

Effort is being made to secure a match race on Labor Day at the Newark Velodrome between Frank L. Kramer and Henri Mayer, the German sprinter, who has been riding this summer at Salt Lake City. Mayer is willing to meet the East Orange flier, but Kramer does not care for the proposition made to him as far as the money end is concerned, and wants the management to come across with a more princely figure. At present Kramer is getting 5 per cent of the gate receipts at each appearance, and was offered 10 per cent. for the match, but he turned this down.

GILES CUTS BIG CASH IN RECORD

Salt Lake Amateur Does Five Miles Unpaced in 11 Minutes—Clarke and De Mara Share the Cash.

Ogden, Utah, Aug. 21.—The Glenwood saucer last night saw the biggest crowd of the season, when a meet was held under the auspices of the local lodge of Elks. Through the courtesy of the Saltair track management the two foreigners, Henry Mayer and A. J. Clarke, were permitted to participate and added to the interest of the occasion. Spirited sport and the shattering of a long standing world's record, made the evening notable. The record breaking was done by Parley Giles, the Salt Lake amateur in a five miles unpaced trial against time. Giles did manful work and stood the punishment so well that he made mincemeat of the old figures. He covered the five miles in 11 minutes flat, which is "going some all alone by oneself." The former amateur record was 11:56⅕, and the world's record, professional, 11:04, both of which had been standing for years.

In the Elks handicap, one mile, Walter De Mara (90 yards), and W. L. Mitten (85), and Walker (80), did such fast work that the scratch men did not have even a look-in. They finished in that order in 1:47⅗, Mitten giving young De Mara a close run for the money. Although Mayer, McFarland and Downing, the scratch men, took turns at pacing, they never could get up, although in the last lap Mayer broke away and made a great effort.

The two miles open lap, professional, was marred by a spill. On the last lap S. H. Wilcox and Pedler Palmer came together and went down. Neither was badly injured, but Palmer's hands were punctured with numerous splinters. With these two out of the running it was easy work for Clark and McFarland, the former getting the place in 3 minutes 47⅗ seconds. Hollister was third and Mayer fourth. W. E. Samuelson made away with all the "small change"—the lap prize money. He led for seven laps and then quit.

Percy Lawrence, the San Francisco amateur, showed that he is still in form when he took first in the three miles open lap event, in 6 minutes 3 seconds. For eight laps, L. Thomas, of Salt Lake, made the running; then Lawrence, McCormack and A. Halstead went to the front and finished in that order. Parley Giles was fourth.

The half mile open amateur was thrashed out in three heats, the final being won by R. Diefenbacher, of San Jose. Halstead and Lawrence had a tussle for second and third positions. The time for the event was 1:03.

Samuelson and Whittler whirled around the saucer for five miles on motorcycles, providing some excitement, when the former won in a swift finish in 6 minutes 4⅗ sec-

onds. The following are the summaries:

Half mile open, amateur—Won by Diefenbacher; second, Halstead; third, Lawrence. Time, 1:03.

Five miles, unpaced, against time, amateur—Won by Parley Giles. Time, 11:00.

Two miles open, lap, professional—Won by A. J. Clarke; second, McFarland; third, Hollister; fourth, Mayer. Time, 3:47⅘. Samuelson won seven laps.

Three miles open, lap, amateur—Won by P. Lawrence; second, H. E. McCormack; third, A. Halstead. Time, 6:03. L. Thomas won eight laps.

Elks' Handicap, one mile, professional—Won by De Mara (90); second, Mitten (85); third, Walker (80). Time, 1:47⅗.

Five miles lap motorcycle, professional—Won by Samuelson; second, Whittler. Time, 6:04⅖.

Two Ways for Lighting up.

It is a curious fact that non-smokers have a constitutional aversion to carrying matches, almost without exception, and that when lamp lighting time arrives they are in a quandary unless a less prejudiced companion happens to be at hand. To such, the suggestion may not be amiss that the interior of the lamp itself is a very good and safe place to carry the much-dreaded utilities when it is not otherwise in use. A rather "stunty" method of lighting a gas lamp which has been suggested is that of using the spark plug in place of a match, propping it on the burner with the points directly over the jet, and then turning over the motor until the contact breaker gives the desired spark. While a trifle elaborate for use under ordinary circumstances, this scheme might be applied to good advantage in an extreme emergency.

Iver Lawson to Ride in the East.

Since the mending of his injured ankle, Iver Lawson, who has appeared in several races at Salt Lake City, despite his contract to ride at Newark, is coming east to ride both at Newark and at Madison Square Garden, New York. A series of match races in old-time rivalry with Kramer is being arranged. If Lawson has recovered fully from the effects of his several injuries some exciting contests may be expected.

LOS ANGELES'S VARIED PROGRAM

Includes, Among Other Events, a Novel Relay Team Race—Tangle Over a Trophy is Unraveled.

A ten miles relay team race, record trials and a 100 yards man vs. motorcycle race are included in the program of the Los Angeles Motorcycle Club's race meet at Agricultural Park on Admission Day, September 9th. The program is not only varied but unusually long, being made up of no less than 15 events, which are scheduled as follows:

Five miles, fully equipped stock machines, single cylinder, under 20 cubic inches.

Five miles, fully equipped stock machines, double cylinder, under 40 cubic inches.

Five miles, "Club Challenge Cup" for single cylinders, for club members only owning their machines 15 days prior to race.

Five miles, "Club Challenge Cup," for multiple cylinders, for club members only owning their machines 15 days prior to race.

Man against motorcycle, 100 yards.

Five miles, free-for-all, single cylinders.

Five miles, free-for-all, multiple cylinders.

Fifteen miles limit, Australian pursuit race, free-for-all, single cylinder machines.

Team race composed of five riders each. Each rider carries trophy two miles. First relay, stock machines under 20 cubic inches; second, stock machines under 27 cubic inches; third, free-for-all, singles; fourth, stock multiple cylinders, under 40 cubic inches; fifth, free-for-all, multiple cylinders. —Prize, Riverside Challenge Cup.

Fifteen miles limit, Australian pursuit race, for multiple cylinders, under 45 cubic inches.

Ten miles professional, open.

Ten miles, open, stripped stock machines, single cylinder, under 20 cubic inches, for private owners not connected with the trade.

Trials for world's records, both professional and amateur.

Five miles "Risden Challenge Cup," for multiple cylinder machines under 40 cubic inches.

One hour race, free-for-all.

Since the club's race meet on July 4th, when Paul J. C. Derkum, the holder of the trophy, provoked considerable ill feeling, the Risden cup has been a bone of contention. Derkum was an amateur when he won it and though he since changed his status, he nevertheless claimed the right to compete with amateurs for the cup when a race for it was included in the July 4th program. As none of the other riders cared to become professionals by competing with Derkum, he was not permitted to ride and he since has refused to surrender the cup, to which the donor, C. W. Risden, had attached no conditions. The matter was brought to the attention of the F. A. M. competition committee, the chairman of which, R. S. Morton, has ruled that in the absence of a deed of gift, precedent established the nature of the contest as a race for amateurs and it must be so considered, and that therefore Derkum must surrender the trophy. Morton has suggested to Derkum that by gracefully doing so he can avoid trouble.

Cycling Tourists to Become Authors.

Although once very numerous, the cycling tourist who purposed writing a book of his travels was supposed to be as extinct as the dodo, Charles L. Rose and Edward S. Franaz expect to give the supposition a hard jolt. They are touring from Chicago to Cedar Rapids, Iowa, and though the distance is not very great, they figure on becoming authors.

Motor Bicycles for Water Inspectors.

An equipment of motor bicycles has been purchased by the Lake Helmet Water Co., Helmet, Cal., for the use of its "zanjeros." As these men have routes of about 50 miles each, which have to be covered daily in their work over the tract which the company controls, no small saving is expected to result from the investment.

The Quaker City Motorcycle Club, which appears to have sprung up over night in Philadelphia, is conducting its first race meet to-day on the Point Breeze mile track.

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Washington's Epidemic Excites Suspicion.

Epidemics of bicycle stealing appear to travel about from place to place very much like epidemics of the measles, croup, or any other bodily ailment. The most recent outbreak on record is that at the National capital where thefts of this character have multiplied so rapidly of late that it is suspected by the police that a "pool" has been created among specialists in bicycle thievery. Several years ago it was found that such a combination existed, all wheels taken being stored in some place of secret concealment until a sufficient quantity had been amassed to constitute a respectable shipment, when they would be sent to other cities or into the country to be disposed of. It is suspected that Washington's present epidemic is of this variety. Last week no less that 11 bicycles were stolen, most of them from in front of buildings where they had been left unattended. So little progress has been made in tracing the missing property that it is proposed to assign an extra force of detectives to this work alone.

The Warm Story of Mr. Mustard.

A wandering bicycle has been causing the police of Battle Creek, Mich., no little anxiety. Unlike most strayed bicycles which mysteriously disappear under the nifty handling of someone who has an entire disregard for the general principles of property ownership, this machine has not been stolen, and though lost to its owner as much as to the much-worried police department, there are reasons why its serial number is not posted among those of the ordinary run of the missing. In some respects Attorney Mustard, the owner and original possessor of the machine, may be held accountable for the tribulations of the guardians of the city of breakfast food.

At the request of the lawyer with the spicy name, the police arrested the bicycle a few days ago. He had left it near the old National Bank corner, and wanted it taken to the station house for safe keeping. Shortly after it had been "brought in," and left at the curbstone in front, a young man appeared at the desk and said he had come for his wheel. The captain told him it was out in front, and said he might take it along.

At last accounts the department was still casting its net for the young man and mister Mustard was still inquiring after his wheel.

Motorcyclists to Snap Speed Offenders.

Six to ten expert motorcyclists are to be employed by the Long Island Automobile Club to track and identify the cars which travel the Long Island roads at such high speed as to be a menace to other traffic and to pedestrians. Equipped with speedometers, stop watches and cameras, the motorcyclists will be able to make a list of the offenders, so that the club will be in a position to take measures for their prosecution.

The Tourist and His Luggage.

Bicycle and motorcycle tourists, even after many years of experience, frequently are troubled with the question of luggage and how to stow it. Even those who have had sufficient experience to know exactly what they need for a trip of given duration and what they do not need, frequently come to grief when it comes to packing the stuff on the machine. It is largely a matter of knowing the art of the stevedore. The amazingly small bundle which the old hand carries is not so much the result of eliminating the conveniences of life as of knowing how to put them into the smallest possible compass. Practice is the only way of acquiring the knack of condensing the belongings, and the inexperienced rider who contemplates a tour should give himself the advantage of a few rehearsals in doing up and undoing his pack before he starts out upon his travels.

Warning Given to Lampless Cyclists.

An increased call from San Jose, Cal., for lamps shortly should be heard in the land. The chief of police of that cycling center has lifted his voice real loudly to the effect that he will no longer tolerate a lightless bicycle at night and will "pinch" with neatness and despatch all who violate the long slumbering ordinance. He has been devoting some attention to sidewalk riders also, his men having gathered in several of them last week.

The Pathfinder

"A customer said to me, 'I have tried every tire recommended to me and have about given up riding a bicycle.'

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"He said, 'Every kind and about fifteen miles a day.'

"I handed him a pair of Goodyear Pathfinders and he said, 'Do you think these soft, pliable tires would be of any use to me?' I was certain they would. He purchased a pair and I did not see him again for six months. 'How did you come out with that pair of Pathfinders?' I asked.

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These tires have become famous because they are not only very resilient and easy riding—but durable as well. They *last*.

The trouble with most bicycle tires is that they are not both easy and long-lived. If they are resilient enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard as to be practically solid tires.

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To this wearing strength we also unite by the Special Goodyear construction easy riding quality called "Resiliency."

Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian, of special close weave, which, while very pliable, is of great strength.

Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away.

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The Goodyear Tire and Rubber Co., Moal Street, Akron, Ohio

HAYSSEN'S REMARKABLE RIDE

Claims to Have Pedaled Across Continent on the Rails—The Railway Tracks Which He Followed.

Although he appears not to realize the unusual nature of his performance, and though nothing was known or heard of it at the time of its occurrence, Henry W. Hayssen, who now resides in Lehi, Utah, claims to have made what probably is the most remarkable transcontinental tour ever accomplished on a bicycle. Riding a Racycle fitted with a detachable railway attachment he declares that he pedaled 5,026 miles on the rails—a mode of long distance travel which often has been talked of. Until Hayssen was heard from, however, nothing save short rides of the sort are known to have been undertaken or permitted by the railway authorities.

"Leaving Mobile, Ala.," says Hayssen, "I went to my home in Chunchula; from there I went to Meridian, Miss., Birmingham and Sheffield, Ala., and to Columbia, Tenn. Leaving Columbia I went to Montgomery, Ala., back to Mobile, and then on to New Orleans, La. Then traveling West I went to Houston, Tex., San Antonio, and El Paso, thence to Albuquerque, N. M., and to Williams, Ariz. From Williams I rode to Los Angeles, Cal., thence to Las Vegas, Nev., thence to Salt Lake City, Utah, thence to Payson and Lehi, where I am now located. The total distance traveled was 5,026 miles.

"This trip was made entirely over railroad tracks as I had a detachable railway attachment which I fitted to the Racycle, and used my own power."

Mr. Hayssen evidently must have had powerful influence with the officials of many railroads and become an expert dodger of fast trains as he states that in covering the distance he used the rails of the Mobile & Ohio, Alabama Great Southern, Northern Alamaba, Louisville & Nashville, Southern Pacific, Santa Fe, San Pedro, Las Angeles & Salt Lake, and the Denver & Rio Grande railroads. Usually the section foreman of most railroads are quick to "shoo" even the cyclist who attempts to "bump the crossties."

Motorcyclists Visit the Shenandoah.

Like the magic carpet of the Arabian nights, the motorcycle is able to bring about quick changes of scene, from the crowded civilization of the cities to the distant natural beauties that the average man never gets a chance to view, and it was this quality that opened up the splendors of the Shenandoah Valley—one of the most delightful touring regions in the country—and the Blue Ridge Mountains to a little party of five members of the Baltimore Motorcycle Club, who set out last week for a three day "exploration" journey through portions of western Maryland, Virginia, and West Virginia. Their ramble brought them into regions where motorcycles never before were seen, the alarm of the frightened mountain negroes causing the riders much amusement; one of the tourists even declared that the dogs were so amazed that they forgot to bark at them.

Toll-gate keepers on many of the roads did not know how to classify the motor propelled bicycles and therefore let them pass free, with exclamations as to what wonders inventive genius would bring forth next. The itinerary, which in advance was just loose and inexact enough to be interesting, finally worked out so that it included Ridgeville, Hagerstown, Frederick, the West Virginia cities of Martinsburg and Harpers Ferry, and Winchester, Va. Considerable historic interest is attached to a number of the places visited, Frederick, Md., being the scene of Barbara Fritchie's exploit and also being distinguished by the grave of Francis Scott Key, the author and composer of "The Star Spangled Banner," and to whom the town has erected an impressive monument. Harper's Ferry is famous not only for its marvelous mountain and valley view, with the Potomac river dividing the states, but was also the point at which John Brown brought his fight for abolition to a dramatic climax. Winchester gave its name to the Battle of Winchester, the tide of which was turned by "Sheridan's ride" through the beautiful Shenandoah Valley.

The lucky participants of the tour were H. Matthew Gault, W. Rayner Straus, De Royce Smith, Howard A. French, George C. Willis, and Captain W. S. Fisher.

"Never in my life have I enjoyed a tour more, and with proper clothes and the 'don't-care' spirit, motorcycling has automobile touring skinned a mile," is the way French summed up the outing. And as he owns an automobile, he ought to know.

Fined for Riding "Hands Off."

Unusual as calling attention to a law governing cyclists which has had so little enforcement for years as to be almost forgotten, the arrest of Autonio Macedes, of Brooklyn, for not having his hands on his handle bars when riding, is of especial interest to New York bicyclists and motorcyclists, though the latter are rarely offenders in this respect. Macedes, who is 24 years old, was riding along Fourth avenue when he was arrested and taken to the Fifth avenue police station. The officer testified that the youth had been going for some distance "hands off," thus endangering himself and others in violation of the special ordinance passed in relation to that very thing. For this offense he was fined $1 and let off with a warning.

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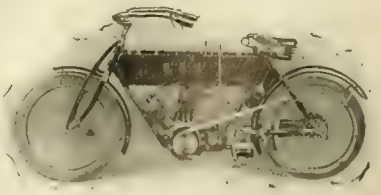
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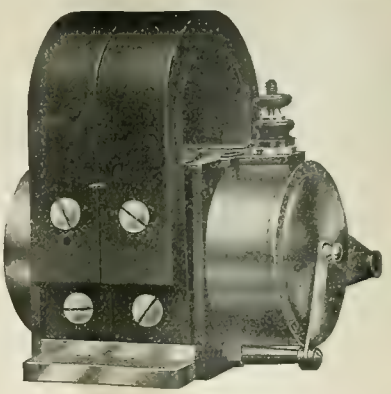
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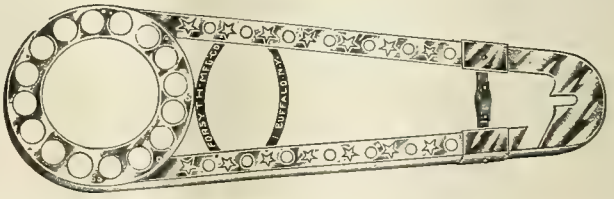
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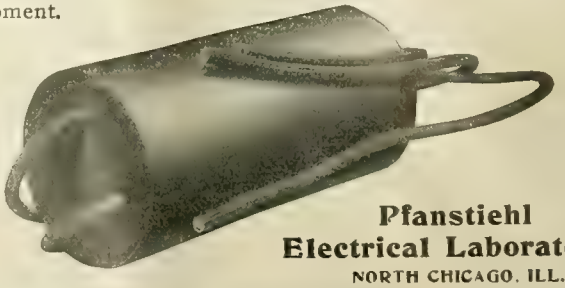
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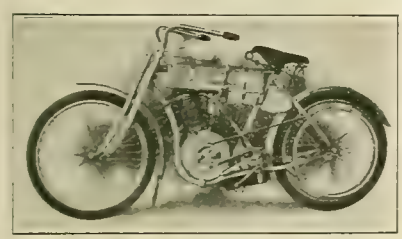
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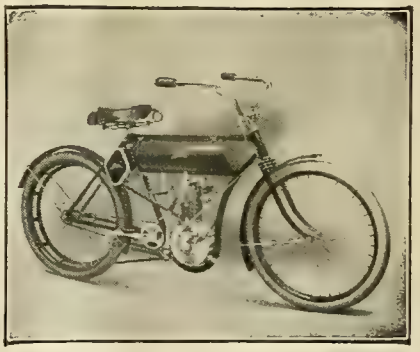
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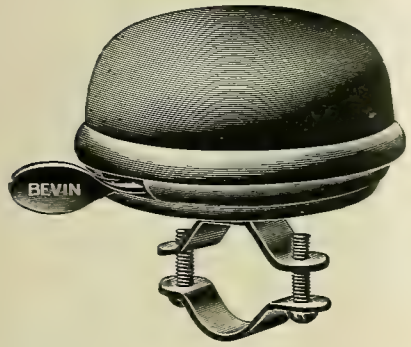
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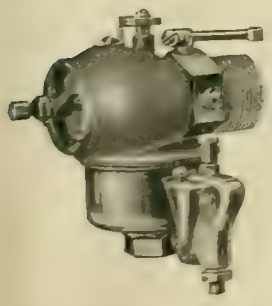
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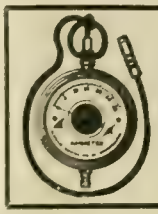
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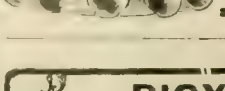
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Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
Pennsylvania Rubber Co.
Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
Lake Shore Rubber Co.
B. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Kokomo Rubber Co.
International Automobile & Vehicle Tire Co.
Morgan & Wright.
Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Better Tires than

Defender Special

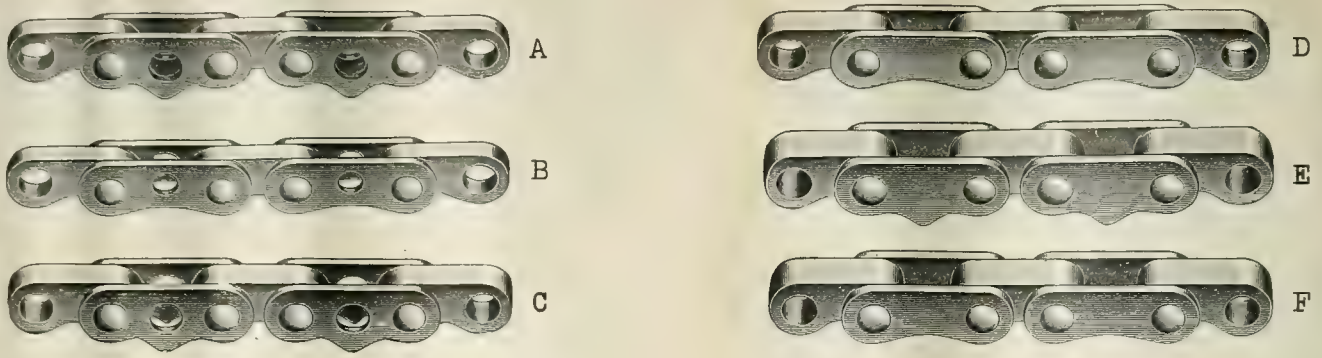


New Oxford

were never made

simply because no one can make them. The men who make other tires all are well aware of this great truth.

Kokomo Rubber Co., Kokomo, Ind.



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

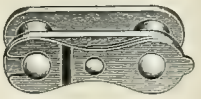
New ⅝-in. Pitch Chain

Roller or Bushing Type

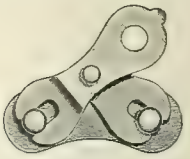


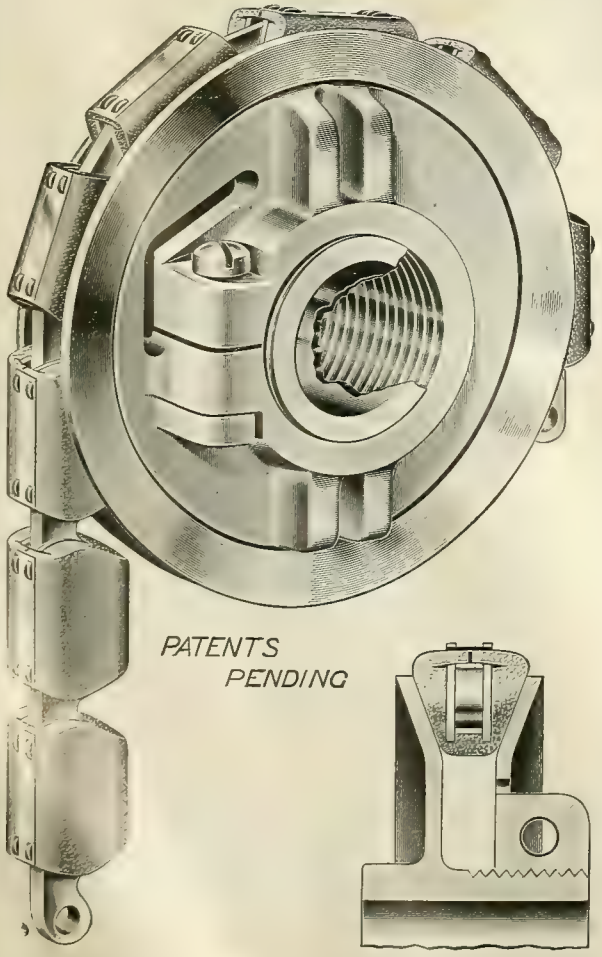
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

**FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.**

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

Do Not Close On

COASTER BRAKES

AND

HUBS FOR 1909

until you have investigated the

Thor

¶ Bicycles equipped with *Thor* hubs and brakes will have the **Earmarks of Quality** that will appeal to riders and the trade.

¶ Remember that the hubs of a bicycle receive the severest usage and strain. Why not specify then the hubs that will stand up and offer the least friction?

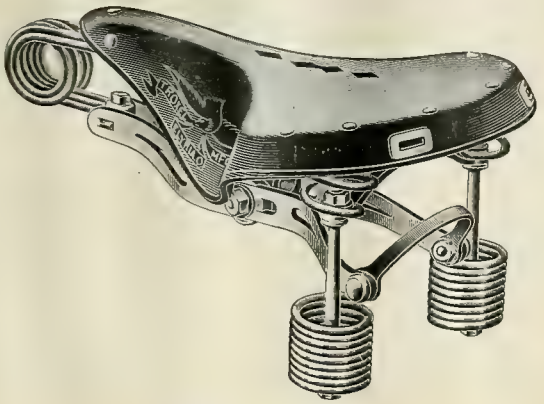
WRITE FOR PRICES AND PARTICULARS ON *Thor* HUBS AND *Thor* BRAKES.

Aurora Automatic Machinery Co.

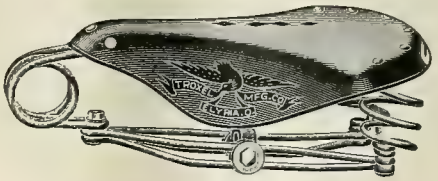
AURORA, ILLINOIS

TROXEL Saddles

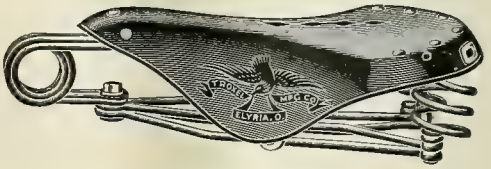
The famous TROXEL Wood Base Saddles are well and favorably known to almost every rider in the country. We have lately added a complete line of Suspension Saddles as illustrated below.



Eagle MOTOR



Eagle EMPIRE



Eagle IDEAL



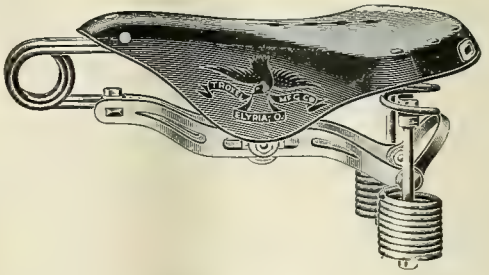
Eagle SPECIAL



Eagle RACER



Eagle LEADER



Eagle CLIMAX



Eagle ROADSTER

¶ Why purchase an English Saddle, when you can buy a better American make, made of the finest imported English leather—at domestic prices.

¶ The new line of TROXEL Saddles is the result of our designer's trip to Europe, and a long and careful study of all American styles.

¶ TROXEL Saddles combine the best features of all makes with honest material, expert designs and skilled workmanship.

¶ Our representative has contracted for large shipments of English leather, to meet the demand for this new line. The second consignment is now on the water.

¶ Each of the patterns illustrated, are fully described in our new 40 page catalog, sent to dealers on request.

SEND FOR THIS CATALOG!

THE TROXEL MANUFACTURING CO.

Elyria, Ohio, U. S. A.

A BIG REDUCTION

In Prices

Indianapolis G & J Bicycle Tires

But No Reduction In Quality

With our new factory equipment and the large volume of business we are doing, our manufacturing cost has been reduced so that we are now able to supply Indianapolis G & J Bicycle Tires at a much lower price than they have heretofore been sold for.

1909 Retail Prices Indianapolis Bicycle Tires.

	Case Each	Tube Each	Tires per Pair
ROAD			
20 x 1½	$1.90	$0.95	$5.70
24 x 1½	2.45	.95	6.80
26 x 1¼—1½—1⅝—1¾	2.60	1.15	7.50
28 x 1¼—1⅜—1½—1⅝—1¾	2.60	1.15	7.50
28 x 2	2.80	1.15	7.90
30 x 1¼—1⅜—1½—1⅝—1¾	2.85	1.30	8.30
30 x 2	3.00	1.30	8.60
32 x 1½—1¾	3.40	1.30	9.40
HEAVY TREAD			
20 x 1½	2.15	.95	6.20
24 x 1½	2.70	.95	7.30
26 x 1¼—1½—1⅝—1¾	2.85	1.15	8.00
28 x 1¼—1⅜—1½—1⅝—1¾	2.85	1.15	8.00
28 x 2	3.05	1.15	8.40
30 x 1¼—1⅜—1½—1⅝—1¾	3.10	1.30	8.80
30 x 2	3.25	1.30	9.10
32 x 1½—1¾	3.65	1.30	9.90
TANDEM			
26 x 1½—1⅝—1¾	3.35	1.15	9.00
28 x 1½—1⅝—1¾	3.35	1.15	9.00
28 x 2	3.55	1.15	9.40
30 x 1½—1⅝—1¾	3.60	1.30	9.80
30 x 2	3.75	1.30	10.10
32 x 1½—1¾	4.15	1.30	10.90
RACING			
26 and 28 x 1⅛—1¼—1⅜	2.60	1.15	7.50
30 x 1¼—1½	2.85	1.30	8.30

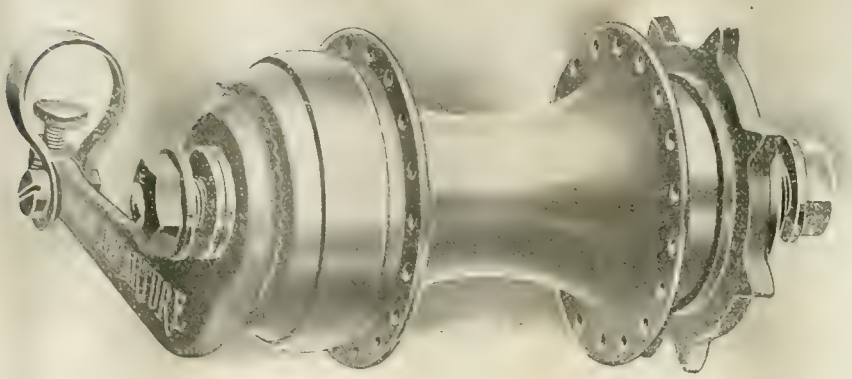
These new prices will largely increase the demand for G & J Bicycle tires and every dealer will find them the most profitable line to handle.

We shall continhe to use the same high grade materials and workmanship that has made G & J tires famous as the best and most satisfactory Bicycle Tires manufactured. Send for new price lists.

G&J TIRE CO.

INDIANAPOLIS, IND.

Branches and Agencies in all Principal Cities. Dealers Everywhere.



NEW DEPARTURE COASTER BRAKE

is sold successfully by practically every bicycle dealer in the United States. Three million satisfied riders attest its reliability, strength and complete fulfilment of claims made for it by the manufacturers. Made on honor and strongly guaranteed.

THE NEW DEPARTURE MANUFACTURING CO. King St., **Bristol, Conn.**



AJAX TIRES

are built to build a quality reputation. That is why they give overflowing measure of value for the money.

¶ They're built to build the trade of the man with enterprise to get in touch with us, too.

¶ Our proposition needs your name and address to come to you.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.

Accomplishment That Counts

We do not build racing machines in which all other desirable features are sacrifiiced to speed, but when real practical value is tried watch the

EXCELSIOR AUTO-CYCLE

In the New York-Chicago reliability run Three Excelsiors made 2990 points, representing Two Perfect Scores and one penalty of 10 points.

At Denver, Colorado, July 25th

Excelsiors won every race for stock machines and defeated many special racers in track races of three to ten miles.

At Algonquin Hill Climb, August 14th

the Excelsior won the event for machines with road equipment defeating the Indian, Harley-Davidson, Torpedo, N. S. U. and Magnet, and did it easily.

IF YOU WANT A MACHINE FOR REAL PRACTICAL SERVICE WITH SPEED ENOUGH FOR ANY PURPOSE. SEE THE

EXCELSIOR AUTO-CYCLE

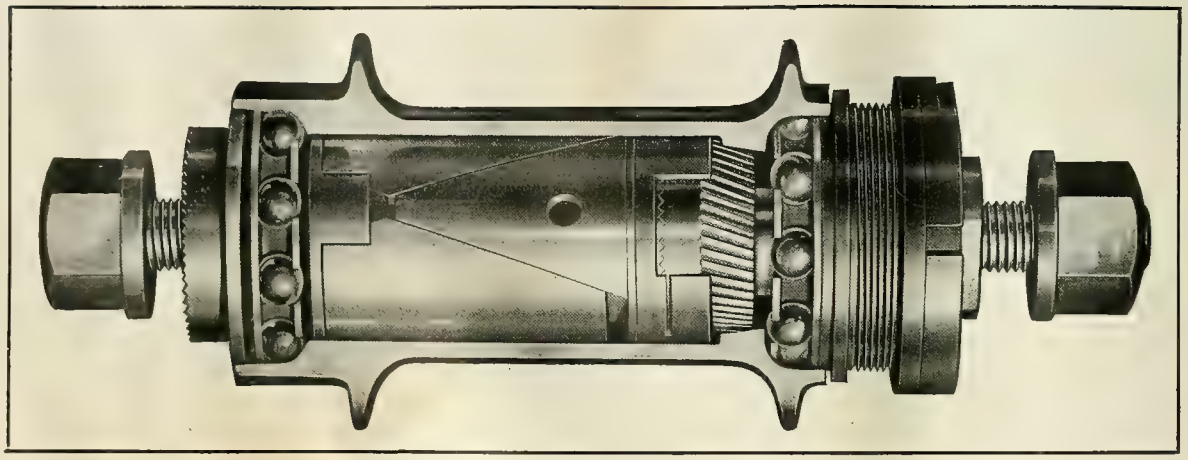
Write for catalog M. C. 20. A postal card will do.

EXCELSIOR SUPPLY COMPANY

233-37 RANDOLPH STREET (Established 1876.) CHICAGO, ILLINOIS

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A. Saturday, September 5, 1908 | No. 24

G & J LOWER BICYCLE TIRE PRICES

The Reduction is Both Sweeping and Substantial—Prices of Motorcycle Tires Also to be Revised.

Preceding a similar announcement in respect to their motorcycle tires which is known to be in preparation, the G & J Tire Co., Indianapolis, this week announced a generous and sweeping reduction in the prices of their bicycle tires. The reductions apply alike to casings and inner tubes and as they amount to dollars and not cents, they should do much to quicken the demand for detachable tires, which during late years has increased appreciably.

The list has been revised from top to bottom. On the 28-inch road tires under 2 inches, which constitute the bulk of the demand, the price of casings has been reduced from $3.50 to $2.60, and on tubes of the corresponding sizes, from $1.50 to $1.15, or per pair, from $10 to $7.50. The 28x2 inch casings are now $2.80 instead of $3.75, and the tubes, $1.15 instead of $1.50.

On 28-inch heavy tread types under 2 inches, the prices have been lowered from $3.75 to $2.85 for casings and from $1.50 to $1.15 for tubes, or per pair, complete, from $10.50 to $8. 28x2-inch heavy tread casings now are $3.05 instead of $4.

G & J tandem 28-inch tires have come down from $4.25 to $3.35 for 1½, 1¾ and 1¾ sizes and the tubes from $1.50 to $1.15, or, complete, from $11.50 per pair to $9. 28x2-inch tandem casings now are listed at $3.55 each instead of $4.50.

The reductions in the price of the other sizes are in corresponding ratio.

G & J racing tires which were not catalogued this year will, for 1909 be listed at these figures: 26 and 28x1¼, 1¼ and 1¾ casings, $2.60; tubes, $1.15; per pair, $7.50. 30x1¾ and 1¾ casings, $2.85, tubes $1.30, per pair, $8.30.

Brandt Off for Pacific Coast.

Owing to his official duties as mayor of Elyria, Ohio, David S. Troxel, the head of the Troxel Mfg. Co., has been compelled to forego his usual trip to the Pacific coast. In his stead, John Brandt, secretary of the company, left on Sunday last to make the annual swing around the circle. He will be absent about six weeks. Brandt, of course, is carrying the full line of Troxel saddles, including samples of the new English suspension model for bicycles and the equally new Eagle cushion spring motorcycle saddle, on both of which are employed the genuine English leather tops, for which Mr. Troxel placed a large order during his recent foreign visit.

Ash Joins the Miami Staff.

J. W. Ash, manager of the Hudson Mfg. Co., which recently was purchased by the Miami Cycle & Mfg. Co., has "followed his flag," so to speak. He has joined the Miami staff and when not engaged in the sales department at the factory in Middletown, Ohio, he will travel the East looking after the jobbing business and also giving attention to the Hudson line with which he is so familiar. The stock and machinery of the Hudson plant has reached Middletown and now is being installed in the building set aside for the purpose.

His Son to Continue Holland's Business.

When Lincoln Holland leaves his old stand in Worcester, Mass., to establish a motorcycle store in Los Angeles, Cal., as was stated in the Bicycling World last week, Lincoln Holland, Jr., will not go with him. Instead the son will remain in Worcester to continue the business his father founded a quarter century ago.

Charles A. Persons, president of the Persons Mfg. Co., Worcester, Mass., is now on the Pacific coast. He took his departure so quietly some three weeks ago that nothing was known of it until he arrived in California.

BRITISH EXPORTS STILL INCREASE

Larger Shipments of Cycles for First Half of Year, but Smaller Value—Heavy Gain Made on Parts.

Statistics for the first six months of the year—January to June, inclusive—show that there is no let-up in the long continued uplift of the British foreign cycle trade, although the figures for the seventh month, July, disclosed a slight loss in value, but not in volume, and the total for the seven months shows an increase over the same period in 1907 amounting to $476,345.

The number of cycles exported during that period, not including motorcycles, was 54,220, with a total value of $1,287,220, as against 51,737, with a total value of $1,296,045 for the corresponding period in 1907. While the increase in the number of cycles exported is considerably offset by the decrease in the value of the exports the increased value of parts exported, jumping from $2,083,875 in 1907 to $2,611,600 in 1908, makes a net increase for the first half of the current year amounting to $418.900. The grand totals are $3,898.820 for the first half of 1908, as against $3,379,920 for 1907.

The figures for the month of July show a net loss in value, although the number of cycles exported was 9,884 as against 9,726 in July 1907. The value of parts exported fell from $383,965 for July 1907, to $348,000 for July, 1908, a loss of $35,965. The grand total for the month declined from $625,130 to $582,575, a loss of $42,555.

For the month of July the exportation of motorcycles amounted to 85 complete machines, valued at $15,045, and parts to the value of $6,525. During the period of seven months ending with July, 475 British machines were exported, their combined valuation being $80,860. For the same period, $63,135 worth of parts were exported.

REGISTERING HEAT OF CYLINDER

Prof. Hopkinson Devises Apparatus to Give Direct Temperature Readings—Application of an Electrical Principle.

In the study of what takes place in the cylinder of a gasolene engine numerous satisfactory forms of apparatus have been devised for measuring the pressure at all stages of the cycle of operation, but the matter of definitely registering the temperatures attained has presented more difficulty. A recent advance along this line, however, has been developed by Prof. Hopkinson, of Cambridge University, who has devoted a great deal of attention to the theory of explosion motors. His device is of such a character as to give direct temperature readings of the heat inside the cylinder. The principle of the apparatus is founded on the increase of the electrical resistance of copper with the increase of temperature.

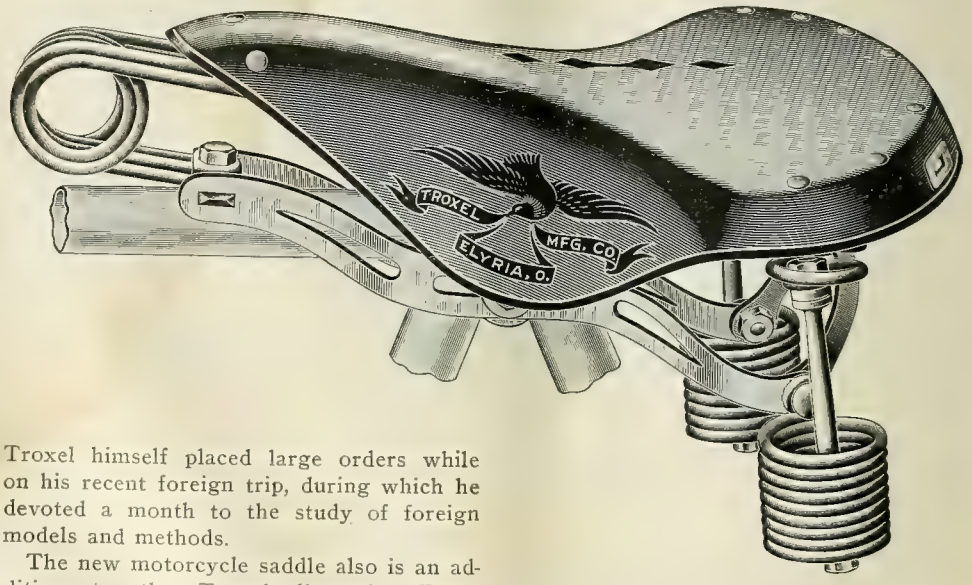
For the purpose of his tests, Hopkinson has built a vertical cylinder of cast iron, 12 inches in height and diameter, the interior of which is lined wth wood and the top and bottom covered with cork. In the cylinder is introduced a helical ribbon of sheet copper about ¼ inch wide, with an air space of 1-25 inch between the turns. Coils of the copper ribbon are also placed at the top and bottom of the explosion chamber, forming part of the circuit with the helical coil on the sides. The increased resistance offered the passage of a current through the strips of copper during the period of an explosion provides data sufficient for an accurate calculation of the increase of temperature.

The principal circuit consists of a set of 50 accumulators, a group of lamps and the coil of copper ribbon. Shunting the cylinder coil is a second circuit which includes a galvanometer and a resistance. Again, a third circuit, connected to shunt the resistance, is introduced, it having 6 accumulator cells and a resistance of its own. The lamps and the resistances are so adjusted that a current of 8 amperes flows through the lamps, while no current goes through the galvanometer. The cylinder having been filled with an explosive gaseous mixture and the charge ignited, the heat generated causes a small increase of the electrical resistance in the cylinder coil of copper which produces a proportionate increase of the difference of potential of its poles and sends a current through the galvanometer proportional to these changes. The delicacy of the galvanometer is such as to render mechanical means of registering its action impracticable, so that its deflections are recorded by a beam of light reflected from a mirror on the end of the instrument's needle to a sheet of photographic paper.

In connection with a pressure gauge on the top of the cylinder, which shows the pressure at each instant of the explosion, the temperature records give valuable information as to what occurs during the power stroke of a motor. Means for varying the compression under which the explosion takes place are provided in the apparatus, and the experiments which are being conducted will throw a great deal of light on many of the problems in gasolene engine practice.

Troxel Adds New Line of Saddles.

To their established line of wood base bicycle saddles, the Troxel Mfg. Co., Elyria, O., have added a very complete line of suspension saddles, not the least feature of which is the leather tops, all of which are of genuine English leather, for which Mr. Troxel himself placed large orders while on his recent foreign trip, during which he devoted a month to the study of foreign models and methods.



The new motorcycle saddle also is an addition to the Troxel line—the Eagle cushion spring motor saddle, as it has been termed. Its construction is well shown by the accompanying illustration, and that it affords the very low riding position so much desired and that it should prove a grateful shock absorber is apparent. Like the Eagle bicycle saddles, it is distinguished by an English leather top.

What a Heated Crank Case Indicates.

If the upper part of a motorcycle crank case gets exceptionally hot, it may be taken as evidence that gases from the cylinder are escaping past the piston. The trouble may be due to wear in the cylinder, but is more likely to be piston ring wear. Another possibility, for which the remedy is obvious, is that the piston ring slots have by accident worked around into line, leaving an open channel for the gases to rush into the crank case.

Dangerous Method of Lamp Lighting.

As a method of expediting the lighting of acetylene lamps, cyclists and motorcyclists using the small self-contained generator type are much given to blowing down the air vent in the water chamber to force a quick flow of water to the carbide. The practice is attended with some danger, however, particularly if the carbide chamber has been freshly filled, as the quantity of water suddenly introduced to the new carbide may be sufficient to generate a quick head of gas of such power as to blow out the burner or even burst the container. Considerable heat accompanies the rapid generation of acetylene gas, too, and lamps started by the blowing method frequently become so hot as to burn the careless hand that touches them, even before they are lighted.

Baffling Cause of Lessened Power.

That poor compression may lessen a motor's power at high speed running without giving evidence of its existence when the engine is turned over slowly occasionally presents a very baffling and elusive source of trouble. Such a situation is brought about by too weak a spring on the inlet valve, if it be of the automatic type. When the engine is running fast the valve does not snap back to its seat quickly enough after the suction stroke and part of the charge being compressed is blown back into the induction pipe toward the carburetter, thus greatly weakening the compression. The fact that there may be no leakage past the piston and that the valves may seat perfectly, sometimes makes the location of the difficulty a problem calculated to "stump" the wisest.

Objects to Butt-End Tire Tubes.

As an alleged objection to butt-end tire tubes, a super-scientific motorcyclist advances the entertaining and ultra-technical consideration that the butt end is calculated to slightly lessen the speed of a machine by preventing the air in the tire circulating around the tube. It is quite unlikely, however, that those riders who think well of the butt end's facility of removal and replacement will be deterred from using this type despite so terrible a theoretical defect.

AVAILABILITY OF WOOD PULLEYS

Bell Discusses Their Possible Advantage in Saving Belt Wear—Their Grip as Compared with Metal.

"Although I am not going to contend that a wooden engine pulley would prove more satisfactory on a motor bicycle than steel or other metal I hope to prove that wood is not such a ridiculous element to use as it would at first appear, writes H. G. Bell, in the Cycle Trader. Early riders of motorcycles will remember the first F. N. motor bicycle introduced, with its extremely neat, albeit efficient single cylinder 1¼ horsepower engine, with outside flywheel. The belt rim on the rear road wheel was made of wood, and in spite of the comparatively tiny engine pulley and 1-inch flat belt used, trouble through slipping of the belt was not often experienced. An authority gives it that the co-efficient of friction of leather on wood is nearly double that of the same material on iron. We all know, of course, that it is not the rear belt pulley on which the belt slips, but the small pulley fixed on the engine shaft—at least such is the case with modern machines with belt pulleys of V section.

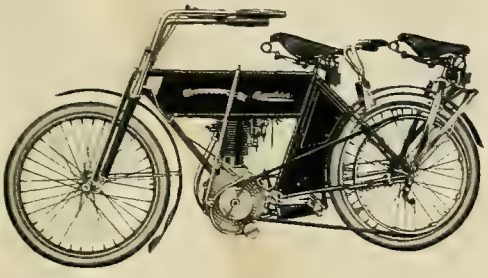
"If we could make our engine pulleys much larger slipping troubles—and, incidentally, premature wear of the belt—would be reduced to a minimum; but, unfortunately, we are restricted in this direction, as the ratio of gearing necessary to enable us to climb hills with facility and give good all-round results, calls for a large rear wheel belt pulley, which, as it is, is almost as large as the road wheel itself.

"Using a larger rear road wheel would, of course, enable a somewhat larger belt pulley to be used, and consequently a larger engine pulley, but the difference would have to be so large that the symmetry and general appearance of a machine would be spoiled entirely; besides, one of the chief advantages of 26-inch wheels (the standard size), viz., the lowness which they bring the saddle in relation to the ground would have to be forfeited. We must therefore, look in other directions for a solution of the slipping belt trouble. If we cannot use a larger engine pulley cannot we use a material for the pulley which will grip better, and, since wood, as I have before stated, shows a 50 per cent. better co-efficient of friction or grip, would it not prove an advantageous substitute for metal?

"During the last few years wooden pulleys have become quite common in workshops, of course for flat belts, and I was told a few days since that the wear is negligible. On a motor bicycle we have to contend with the road dust that has a happy knack of flying up and depositing itself on the belt, acting as a grinding medium, with the result that even metal engine pulleys soon show signs of wear. This does not apply so forcibly, however, when a compo-rubber belt is used, and pulleys made of hard wood should last a considerable time. Such a pulley would have to have a metal core, to ensure a rigid fixing to the engine shaft. This might possibly make it more expensive. But the subject is an interesting one and is worthy of consideration."

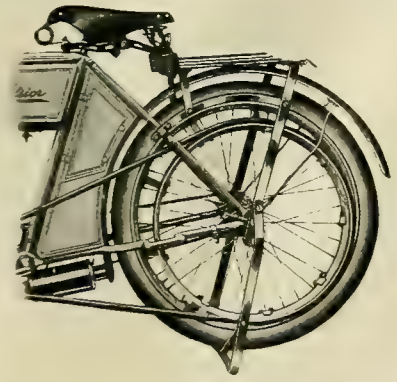
Two New Excelsior Specialties.

A tandem attachment and a combined stand and luggage carrier or two motorcycle specialties which the big Excelsior Supply Co., Chicago, just have placed on the market. As the accompanying illustration makes plain both articles are of original and well



thought design and their construction is in keeping. Both are made of bar steel, heavily nickeled.

Unlike practically all other tandem attachments, it is designed to permit the use of any handle bar or saddle; the Excelsior device is sold without either; the purchaser may select and use whatever he desires. A feature of the attachment is the arrangement whereby the position of the



saddle may be adjusted forward or back according to the style of the machine to which it is applied or the position desired.

The luggage carrier is a strong and substantial one. The deck or platform is made of four steel bars thus furnishing a substantial support and a most convenient method of securing the packages to the carrier.

The stand is the same on both tandem and luggage carrier. When not in use it is held in position by a spring latch and is readily dropped by merely pressing the hand on the latch. The lock, however, is positive and the stand cannot drop on the road when traveling. When not in use the base is broad and the stand solid enough that the motor may be run at any speed without danger of tipping over or accident.

TO FIGHT UNFAIR COMPETITION

New Dutch Corporation Aims to Steady the Cycle Trade in Holland—Its Proposed Method of Operation.

What purports to be a beneficent business organization having for its object the saving of the cycle industry from the demoralizations usually attending forced sales resulting from bankruptcy, liquidation or overproduction, has been formed in Amsterdam, bearing the impressive title, "Maaml. Venn. Maatschappig., De Riguielhandel."

The promoters explain the purposes and methods of the organization by declaring "that the aim of the company is to fight the unfair competition in the cycle trade. With this end in view the company seeks to buy as much as possible bankrupt stocks, liquidated stocks, overproductions, etc. It is well known that these goods are often sold far below ordinary prices by all kinds of brokers and dealers, which does considerable damage to the trade." It is further explained that the organization is ready to pay spot cash for the largest stocks. The method by which such stocks are subsequently disposed of will determine whether the cycle trade in Holland may look upon the new organization as a helpful force in steadying business.

Dressing for Leather Belts.

A dressing for leather belts, which the originator describes as being at once "the dirtiest, the cheapest and the most effective" he has ever tried, is composed of Russian tallow and engine oil. The manner of compounding is to place a lump of the tallow about the size of a hen's egg in a saucer and then by opening the drain cock of the crank case about half fill the saucer with waste oil. The ingredients make a paste, which is rubbed into the belt.

The Mirror on the Handle Bar.

In England they have disinterred the handle bar mirror and as applied to motorcycles are giving it the complexion of a novelty. The laed of attaching a small mirror to a handle bar in order that the rider may see what is going on or approaching from behind, is an old one. Several of them were placed on the market during the bicycle craze and all died a quick and painless death. There was no demand for them.

Preference for the Familiar Saddle.

So intimate are the relations of a motorcyclist and his saddle that in taking a new mount and disposing of the old machine, many riders wisely keep the old saddle. Certain as are the qualities of comfort that go with the better known makes, the saddle which in long service has gradually conformed itself to the individual requirements of its rider often is likely to be more satisfactory to him than a new one.

The Name Corbin

is in itself

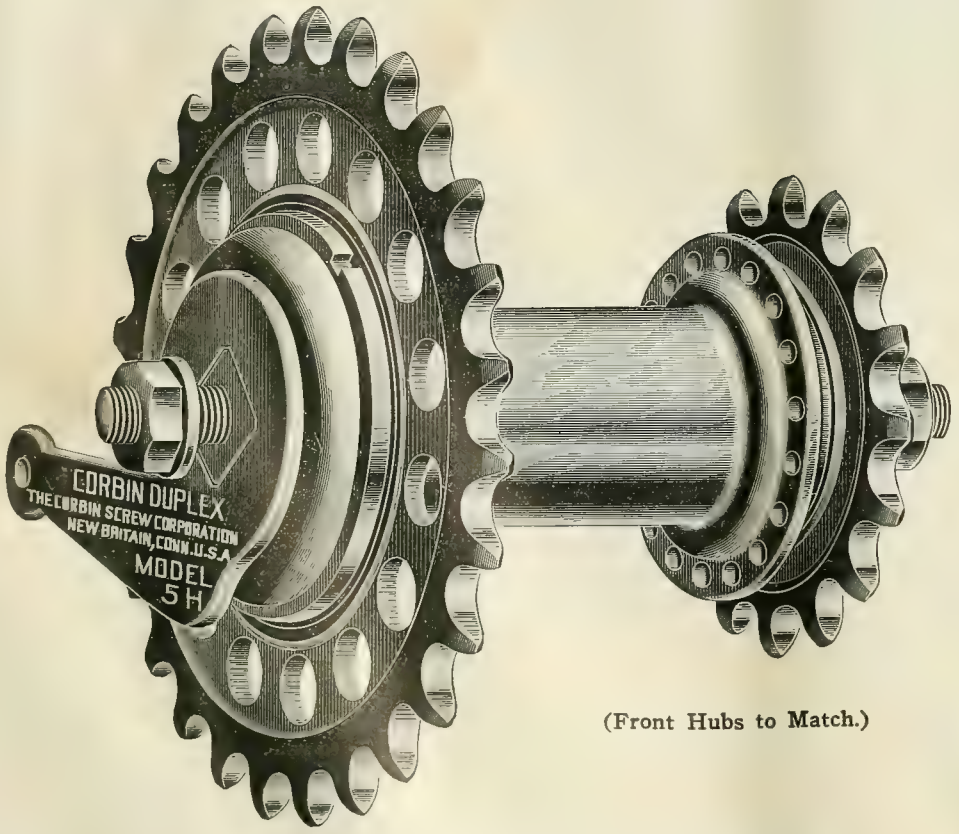
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CORBIN MOTORCYCLE COASTER BRAKE.

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Corbin Screw Corporation, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 5, 1908.

"Enclosed please find $2 for another year's worth of the Bicycling World. I know of nothing more interesting. Its arrival is always one of the events of the week and I look forward to it in the same way that I await my meals—with a feeling of delight to come."—A. W. Olsen, Masters, Col.

The Marvel of Wills's Achievement.

When a hundred horsepower automobile does better than a mile a minute, the public prints usually make much of the performance and the world stands more or less agape. But when compared with an achievement such as that of A. E. Wills, on a pedal propelled bicycle, nearly 62 miles within the hour, the automobile performances appear almost insignificant. It is a record that should excite the wonder of the universe. It indicates that in the race between man and machinery the man is not such a hopeless quantity as often is made appear; also does it strongly suggest that the limit of human endurance is beyond the measure of even the scientific sharps who are given to measuring that sort of thing.

It matters not how or by what he may be paced, that the muscles of a human being should be equal to the strain of the bedizzening speed of a mile a minute for even one minute is marvelous. That such muscles should be equal to the strain of following the pedals of a bicycle revolving at an even greater speed for sixty consecutive minutes—a speed equal to the fastest express trains drawn by monster locomotives—such a performance almost benumbs the brain and staggers imagination in the effort to fully comprehend its meaning and stupendousness.

The pity of it all is that the world being now "motor mad," the prodigious feat of a mere man will not obtain a tithe of the credit which it so truly deserves.

"Taking Care" of Motorcycle Buyers.

In discussing various phases of the retail motorcycle business, one of the thinking dealers who has had many years experience, recently remarked that "the most disagreeable feature connnected with the sale of motorcycles is the fact that many customers expect us to look after them forever after they have bought their machines, so that when a sale is made and a customer is started successfully on his way, our work, instead of being done, is only begun." The complaint is not confined to any particular locality, but in one form or another, is very general. It is also evident that the situation described is a serious menace to the prosperity of the dealer, and that steps should be taken to remedy it.

Customers are human, and after buying a motorcycle the average man will take as much free service in the way of repairing and adjusting as the dealer will give him. He may even look surprised and hurt when the dealer suggests that there will be a charge for correcting a short circuit or seeking the cause of lost compression, or for testing springs, or grinding a valve. But it is for the dealer to educate him to the right way of thinking. No man engaged in business can hope long to remain in business, or to obtain a decent income from it when he does work without compensation.

It is well to endeavor to retain every patron's good will, but the scare that affects some dealers about the splendid way a rival in the same town "takes care" of his customers, probably could be overcome if the dealers would meet, and after unbosoming their troubles, come to some general agreement as to how far the "taking care" of a customer should go. The biggest men in every line get together with their business rivals when it is necessary to fight an evil that besets them in common, so that there is no reason why motorcycle dealers should not be able to accomplish results by the same method, particularly when it must be plain to all of them that the hole through which their profits slip will become larger as the volume of motorcycle sales increase, unless an effort is made to close it.

But whether or not a movement of this kind is actually undertaken by all the dealers, it is plainly up to each one individually to educate his customers to the fact that the purchase of a motorcycle does not carry with it a life-long privilege to call upon the dealer's repair and overhauling facilities without making reasonable compensation. No reasonable being can expect a man in business to give him time and labor, or even the use of tools without cost, although there are very many who never realize the fact until it is pointed out for them.

As a method of informing and instructing customers as to what they may expect, the plan recently adopted by one of the large tire concerns across the water contains a good suggestion which may be made apply to the motorcycle situation. With a view to educating the general public on the subject of tire guarantees and to saving the agents much vexation and bother, the company has printed a wall card lucidly setting forth the nature of a tire guarantee, and making it clear that although a tire may be guaranteed for twelve months, if after eleven months of service it be worn out it will not be replaced free of charge, since it is only fair that the eleven months of service should be paid for. Although little, if anything, of the sort is in vogue in America, it appears that in England the constant flood of absurd demands for free replacement in the case of tires wearing out from excessive service barely inside the twelve months mentioned in the guarantee forced the devisement of this very practical plan of letting the customers know where they stand.

That purchasers of motorcycles could stand a similar education as to the reasonable limits of either written or implied guarantees in their machines, is very evident, and dealers may well expend earnest thought on a practical educating system—wall cards, if necessary.

Enclosed find money order for $2 for which please continue by subscription for your most excellent paper, the Bicycling World. It certainly contains a lot of good all-around information for all readers and is a real help to the repairman.—P. S. Bible, Bakersfield, Cal.

WILLS'S HURRICANE RECORD RIDE

How He Made His Marvelous Mark of Nearly 62 Miles in One Hour—Spite that Speed the Pacemaker.

Literally and figuratively, little Arthur E. Wills, of Putney, England, is "the man of the hour." The details of his achievement in not only reaching the long sought goal of 60 miles in 60 minutes, but in traveling nearly two miles more in the hour at Munich, on August 17th, as briefly related in the Bicycling World, stamps him as a rider of indomitable pluck and courage, and it is safe to say that Wills's feat will go down in cycling history as the wonder of the present age.

The ride was as remarkable as it was dramatic, for few were aware that Wills was out for the hour record until the stupendous feat was telegraphed all over the world. Wills and his pacemaker, Bertin, went to the Milbertshofen track at Munich secretly, and the result therefore came as a tremendous surprise. The track is 666⅔ meters to the lap, or roughly, three laps to the mile.

Bertin was animated by a certain degree of ill feeling between himself and Paul Guignard, who held the record previous to Wills's onslaught, and this led Bertin to urge Wills to attack the figures held by the Frenchman. It was on the Munich track that Guignard made the world's hour record of 59 miles 30 yards on July 30, 1906. Bertin had given up pacemaking and turned his attention to aviation, but as he was sorry to leave the world's record in the hands of a rider for whom he did not entertain very pleasant recollections, he induced Wills to make the attempt. Bertin's pacing machine is almost a two wheeled locomotive. It was equipped with a single cylinder engine, the horsepower of which is not stated, but it looks as big as a beer barrel.

The ride was not made without difficulty for there was a fairly strong breeze blowing at the start, which increased in force toward the end of the ride. Had it not been for the wind it is thought that more than 100 kilometers (62 miles) would have been crowded into the 60 minutes of riding.

The first 10 kilometers were covered in 6 minutes 25 seconds, or 11⅕ seconds better than the old record, but the next six miles and a fraction he covered in less than six minutes. The third ten kilometers were the fastest ridden, Wills's speed being nearly 63 miles an hour. At the finish of the phenomenal ride the doughty little Englishman seemed little worse than when he started and was as calm and possessed as an hour before the race.

In all his career Wills had never done anything to make his fame secure. He made a mark in the amateur ranks as a Putney A. C. sprinter, but did not have very much success after entering the professional field. Theoretically, Wills should have made good following pace, as he is a small man, but whether he was slow in developing speed and stamina or whether he had insufficient pace, the fact remains that until two weeks ago he had failed to perform any notable achievement.

To be sucked along in the wake of a powerful pacing locomotive is to a great extent to resolve oneself into a mere automaton, but at the same time the strain upon nerve and muscle during those terrible 60 minutes, must be considered in favor of the rider. To fly around and around a track at a speed of 30 yards each second is a feat worth recording, especially when it is considered that every banking is a moment of suspene ansd a burst tire means possible death.

One of the big surprises of the performance was that Bertin used a single cylinder machine to pace Wills. True, it was a monstrosity, but nevertheless it was of the single cylinder type, a type that has generally been discarded by the leading European pacemakers, and this fact has provoked a general discussion as to the merits of the single versus the multiple for pacing purposes.

Wills's time for each 10 kilometers, showing how he beat the old record is shown in the following table, Gombault having held the record up to and including 50 kilometers, with Guignard the holder of the other marks:

Distance Kil.	Miles.	Old Record.	New Record.	Beat Record by
10	6.21	0:06:36⅕	0:06:25	0:00:11⅕
20	12.42	0:12:38⅘	0:12:23⅖	0:00:15⅖
30	18.63	0:18:40⅘	0:18:20⅘	0:00:20
40	24.84	0:24:41⅘	0:24:20	0:00:21⅘
50	31.05	0:31:14⅗	0:30:19	0:00:55⅗
60	37.26	0:37:55⅗	0:36:19⅗	0:01:36
70	43.47	0:44:15⅘	0:42:23	0:01:52⅘
80	49.68	0:50:35	0:48:26	0:02:09
90	55.89	0:56:50	0:54:29⅖	0:02:20⅗
100	62.1	1:03:06⅖	1:00:34	0:02:32⅖
Hour		95 kil. .026	99 kil. .057	4 kil. 031

Old record 59 miles 30 yards; new record, 61 miles 905 yards; beat record by 2 miles 875 yards.

Guignard Makes a Marvelous Record.

Record breaking seems to be a habit in Germany. No sooner had the marvellous feat of Wills, when he rode over 61 miles in an hour, been recorded, than Paul Guignard, the Frenchman who held the world's one and two hours records, gave race goers another thrill at Berlin, on August 23d, when he broke his own figures for two hours behind pace. Contrary to usual record breaking rides of the sort Guignard's latest bid for fame was made in competition and not against time, which makes the feat all the more marvellous. With five riders and their pacing machines all on the track at one time, and traveling at nearly a mile a minute, the spectators surely got their money's worth in thrills. Guignard won the two hours' race with Robl third, and Dickentmann second. In that time he covered 105 miles 1,003 yards, which breaks his old record, made at Leipzic, September 30, 1906, by 808 yards, nearly one-half mile.

Walthour Placed in Two Races.

Robert J. Walthour was one of the starters in the six hours' paced race at the Buffalo track, Paris, on August 16th, the other riders to breast the tape being Darragon, Contenet and Dussot. Darragon won from Contenet, covering in the 6 hours 280 kilometers 860 metres. Walthour was third. These three riders, with the addition of Bruni, rode an 80 kilometre races at the Velodrome D'Hiver, Paris, on August 23d. Darragon and Contenet finished in this order, with Bruni third and Walthour fourth. The time was 1 hour 1 minute 22⅕ seconds.

COMING EVENTS

September 6, San Jose, Cal.—California Cyclists' 100 miles relay race on the Berryessa course.

September 7, Newark, N. J.—New Jersey Motorcycle Club's double century run.

September 7, Milwaukee, Wis.—25 miles handicap road race, open.

September 7, Denver, Col.—Ten miles open handicap race over Mountview boulevard.

September 7, St. Joseph, Mo.—St. Joseph Motorcycle Club's postponed race meet at Lakeside Driving Park.

September 7, Clifton, N. J.—Race meet at Clifton Stadium.

September 7, Newark, N. J.—Race meet at Newark Velodrome.

September 7, Denver, Col.—Motorcycle races at Overland track.

September 7, Revere, Mass.—Race meet at Revere Beach saucer.

September 7, Beloit, Wis.—Motorcycle races at fair grounds track.

September 9, Washington, D. C.—Central Labor Union's motorcycle races, Bennings track.

September 9, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet at Agricultural Park track.

September 11, Springfield, Mass.—Motorcycle hill climbing contest on Wilbraham hill.

September 11, 12 and 13, Roxbury, Mass. Boston Bicycle Club's annual wheel about the Hub.

September 12, New York City—Race meet at Madison Square Garden.

September 14-15, Chicago, Ill.—Chicago Motorcycle Club's annual endurance contest, Chicago to Kokomo, Ind., and return.

September 14-19, New York City.—Two hours per night six days race at Madison Square Garden.

September 20, Detroit, Mich.—Detroit Motorcycle Club's race meet at Michigan State fair grounds track.

CLEAN SWEEP FOR GUSTAFSON

Springfielder Captures All Open Events on Hartford's Hill—Hayes and Carlson Divide the Club Events.

So far as the open events were concerned, the Hartford (Conn.) Motorcycle Club's first hill climbing contest, on Saturday last, 29th inst., was a case of "all Gustafson."

The youngster of that name ran down from Springfield and made a clean sweep of the three events to which he was eligible—the 31.10 and the 61 cubic inch classes and the free for all, his fastest flight up the six-tenths of a mile grade being 49 seconds. Peter H. Cox came from New Haven to oppose Gustafson in the 31.10 event, and though he finished second, he was nearly 10 seconds to the bad. In the other two events, H. B. Lake was the only man to get up against the "flying Swede," and though he went fast, it was not quite fast enough to win. The Hartford club very wisely reserved two events for its own members and these furnished more competition. In the event for and riders of small machines, Willis L. Hayes on a 3½ Indian, won, though some of his friends maintain that if J. J. O'Connor's legs—he is only 6 feet 4—had not been in his way he might have given Hayes a real run for the diamond stud. In the class for big machines, C. M. Carlson on an Indian "twin" made the fastest cent, 57 seconds; Richard Robinski was second in 60⅘ seconds.

Prospect Hill was the scene of the contest, which attracted a good crowd. There is one sharp turn on the course and it was there that many of the spectators gathered. They expected things to happen there and they were not wholly disappointed, for Cox skidded badly on the turn and was thrown. He escaped injury but the sight of his fallen machine cavorting like a huge pinwheel, gave the onlookers something to talk about. The officials had large hearts and gave Cox a second trial. It was practically the only accident of the afternoon, although in one of the club events, Joseph Winialski kicked off a pedal in starting, and sustained a picturesque spill right on the tape.

Unlike practically all other motorcycle hill climbs, standing starts prevailed in the Hartford contest, the times being taken from the pushoff. In addition to being announced at the starting and finishing points, the times were megaphoned to the spectators at several points on the course.

The summaries:

For Machines not Exceeding 31.10 Cubic Inches Piston Displacement.

Rider.	H.P.	Make.	Time.
Chas. Gustafson	4	Indian ..	0:53
Peter H. Cox	3½	Indian ..	1:02⅕
H. B. Lake	3½	Indian ..	1:04⅘

For Machines not Exceeding 61 Cubic Inches Piston Displacement.

Chas. Gustafson	7	Indian ..	0:49
H. B. Lake	7	Indian ..	0:54⅖

Free-for-all. Not Exceeding 61 Cubic Inches. Auxiliary Exhaust Ports Permitted.

Chas. Gustafson	7	Indian ..	0:50⅕
H. B. Lake	7	Indian ..	0:51⅘

For Machines not Exceeding 31.10 Cubic Inches Piston Displacement. Open to Hartford Motorcycle Club Members Only.

Willis L. Hayes	3½	Indian ..	1:06⅕
Bernard Biederman.	2¼	R-S	1:10
George A. Snow	5	F. N. ...	1:13⅗
J. J. O'Connor	2¼	Indian ..	1:17
Adolph Brodeur	2¼	Indian ..	1:19
George H. Thrall ..	2¾	Indian ..	1:20
George A. Snow ...	3	Thor ...	1:28



1. GUSTAFSON IN FULL FLIGHT.
2. LAKE ON THE STARTING LINE.
4. O'CONNOR HALFWAY UP THE HILL.
3. SCENE AT THE STARTING POINT.

For Machines not Exceeding 61 Cubic Inches. Open to Hartford Motorcycle Club Members Only.

Chas. M. Carlson ...	5	Indian ..	0:57
Richard Robinski ..	5	Indian ..	0:60⅘
Gilbert A. Finch 5		Indian ..	1:01⅖
Joseph Winialski ..	5	Indian ..	1:04⅗
George A. Snow	5	F. N. ...	1:15

Six Perfect Scores in Triangular Run.

The second of a series of three club runs which the Providence (R. I.) Motorcycle Club is promoting over the Providence-Boston-Worcester triangle, 137½ miles, occurred on Sunday last, 15 of the 16 starters completing the journey, 6 of them with perfect scores based on a checking system devised for the purpose. B. A. Swenson, acted as starter and chief checker, and also as a competitor. He left last and then scorched ahead in order to finish first and perform the checking. The others with clean sheets were: J. B. McLaughlin, F. Ennis, F. Smith, R. Craig and W. A. Griffing.

COLLINS AGAIN DEFEATS MACLEAN

Three Exciting Heats in Match Race at Newark—Anderson, Magin and Mackay Each Wins an Event.

There was general surprise at the Newark (N. J.) Velodrome on Wednesday night last, 2d inst., when young Elmer J. Collins, of Lynn, Mass., defeated Champion Hugh MacLean, of Chelsea, Mass., in their three heat match behind motors. Collins's victory was only accomplished after some sensational riding by winning two straight heats after MacLean had taken the first. Collins has been riding strong since he returned from Europe but MacLean has been invincible and last Wednesday night was the first clean-cut defeat that has been administered to the champion this season.

The match was made up of short heats, the distance being three, five and ten miles, standing starts prevailing. In the first heat Collins got the better of the getaway and led for two miles, but the champion went around him with a great spurt in the third mile and finished a quarter of a lap ahead.

There was a general mixup in the second heat, at ten miles. MacLean outgeneraled the Lynn youngster at the start and got the lead. Collins made one attempt to pass, when his motor went wrong and the race was stopped after two miles had been covered. After a two lap sprint Collins passed MacLean when they had resumed riding and after losing his pace when his foot became disengaged from the pedal, MacLean quit. He resumed riding only to stop again and the heat was given to Collins.

The last heat, at five miles, belonged all to Collins. He caught his pacemaker first, went to the front and rode steadily until the finish. MacLean tried to pull up on him in the second mile and again in the fourth but he was never able to do the trick and in the last mile the champion had to look at Collins' heels from the back position of a quarter of a lap.

Norman M. Anderson, the Danish sprinter, easily won the half mile invitation for professionals. Floyd Krebs was unable to hold the great sprint that the Dane opened in the last lap, and the latter won sitting up. Joe Halligan came very near beating Krebs to the tape.

Jacob Magin, who seems to be the best sprinter the National Turn Verein Wheelmen possess, finished first in the mile handicap, and Dave Mackay won the half mile consolation from Walter Schlee. The summaries:

One mile handicap, amateur—Won by Jacob Magin, National T. V. W. (75); second, Ernest Jokus, National T. V. W. (100); third, Maurice Vanden Dries, New York City (90). Time, 2:02⅘.

One half mile invitation handicap, professional—Won by N. M. Anderson, Denmark, (10); second, Floyd Krebs, Newark (scratch); third, J. T. Halligan, Newark (30); fourth, Edward Rupprecht, Newark (10). Time, 0:56⅗.

Motor paced match, professional, between Hugh MacLean, Chelsea, and Elmer J. Collins, Lynn—First heat (three miles) won by MacLean. Time, 4:44⅕. Second heat (10 miles), won by Collins by default. Third and final heat (5 miles), won by Collins. Time, 7:35.

One-half mile consolation, amateur—Won by David Mackay, Newark; second, Walter Schlee, Newark; third, George Cameron, Irish-American A. C. Time, 1:24⅗.

Diavolo Delayed by the Rum Demon.

A coming transcontinental bicycle champion has been delayed. "Diavolo," champion loop-the-loop and gulf the gap rider of the world," also claiming to be champion bicycle rider of the world, and master of no less than 211 tricks on the wheel, struck a snag at Buffalo, N. Y., a few days ago and had his coast-to-coast tour rudely interrupted by the police.

Diavolo jovially boasted when he left Rochester that he was starting out penniless, but that he would accumulate $5,000 before the journey ended. He was armed with credentials from the Police Gazette, he said, and also carried a book for the mayors and celebrities of the various cities to autograph. He was going to be a "big scream."

However, Fra Diavolo met his cousin Demon Alcohol while in Buffalo and celebrated so joyously that the police took him down to the hatch. The next morning after telling who and what he was, he produced a letter with typewritten sygnatures of the editor and proprietor of the sporting paper he said he represented. The letter told all about the trip and asked that mayors and town officials help along by signing the book. After some close questioning, Diavolo admitted that his position was self-appointed and that he had written the letter himself, although he insisted that the signatures were not forgeries, as they were merely typewritten.

Whether or not Champion Diavolo will continue the trip after serving 30 days in the penitentiary is not decided.

Modified Six Days Race Carded.

New Yorkers will have a preliminary taste of six day racing on the instalment plan, beginning Monday night, September 14th, when a six days race, two hours per night, will be run in Madison Square Garden, New York City. The racing hours will be from 9 to 11 each night throughout the week, with amateur races and motor-paced events before the two hours' grind starts each night. The teams have not been decided yet, but there will be ten or eleven pairs of the best riders in the East, including the Salt Lake cracks who are on the way. A card of sprint and paced races also will be held in the Garden on Saturday night, the 12th inst.

TRIO OF THRILLS FOR PARISIANS

Rain Saves Buffalo Velodrome from Incendiaries—Another Record Falls—Taylor Wins "Prix Frank Kramer."

There was plenty of excitement at the Buffalo track, Paris, on Thursday night, 20th ult. The enclosure caught fire, thought to be of incendiary origin, which fortunately was put out by a downpour of rain at the opportune moment; the longstanding hour record behind human pace was broken by an Italian rider who was not regarded as a world beater, and lastly, Major Taylor won the chief sprint event which, peculiarly, was termed the Prix Frank Kramer.

The record ride of Brocco in the 50 kilometers human paced race was the feature of the meet. Brocco was paced by Seigneur and Goven; Bethet by Gougoltz and Privat, and Stol by Labrousse and Boutellier. Brocco began to attack the records from the start and at 10 kilometers he had lapped both Stol and Berthet and succeeded in making new figures for the distance, the time being 11:37⅗ as against 11:46⅖ by Darragon. At 20 kilometers, the Italian had gained another lap on Berthet and two laps on Stol and was then 23⅖ seconds ahead of the old record of 23:53⅖. In the half hour he had covered 25 kilometers 275 meters.

Just after 30 kilometers, covered by Brocco in 35:41⅗, the old record being 36:24⅕, Stol began to slow and lost four, and then five laps before he fell. The little Hollander rubbed against the wheel of his tandem and executed a fantastic pirouette. Berthet also fell, but remounted and rode into second place. From then until the finish Brocco had everything his own way, finishing in 1 hour 12⅗ seconds. The old record was held by the late Pottier in 1:00:14⅘. In the hour Brocco covered 30 miles 1,667 yards, which breaks the old record of Pottier, made in 1905, by 812 yards.

"Major" Taylor did not have to exert himself very much to win the Prix Frank Kramer, a 1,000 metres international scratch. Quessard, Berthet, Dupuy and Taylor qualified in the trial heats. One of the contestants in the third heat was William F. Ivy, the former American amateur negro who went abroad without bidding anyone goodbye. Ivy did not qualify, however. Although Taylor had to defeat three Frenchmen, and two of them were apparently teaming against him, this did not worry the American negro in the least. Quessard led until the last 100 yards, when Taylor got going in his usual manner. He led the Frenchman across the tape by a half length, with Berthet following third, and Dupuy fourth.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

STEIN CLINCHES CHAMPIONSHIP

Gains Three Points in Race Won by Mackay at Newark—Kramer Captures Both Professional Events.

Frank L. Kramer, the East Orange sprinter, did not break the world's record for one-half mile at the Newark Velodrome on Sunday last, 30th ult., as was claimed by first reports. Kramer did ride a hard race in the fast time of 54⅕ seconds in what was styled the "repechage handicap," but the handicap record for the distance is 51⅕ seconds, held by A. J. Clarke, the Australian "rocket." One thing was decided at the Newark meet last Sunday, and that is the amateur championship for 1908. Although he was beaten for first honors in the championship race by Dave Mackay, young Charles Stein, of Brooklyn, clinched his hold on the championship. Stein has 16 points and Fred Hill, of Boston, has 10 points, so with only one more race to be run Stein cannot help winning even if he should be unplaced in the final race in the championship series.

The five miles amateur championship was run with selected pacemakers for four miles, eight different riders doing three laps each, and the departure proved interesting. It was noised around before the race that Hill and Stein, who apparently have been teaming this season, had parted company and that the Bostonian was out for the title. Hill's chances melted in thin air when his tire punctured in the last mile. At the finish the fight was between Mackay and Stein, who had opened a big gap on the others. Stein led at the bell with the New Yorker trailing and they maintained this position into the homestretch, when Mackay made his bid, and in a mighty sprint got the decision by a half wheel's length.

The half mile "repechage handicap" was not much of a race, despite Kramer's fast ride. John Bedell and Anderson were beaten in the trials and did not try in the repechage heat and Walter Bardgett quit in the last lap, after apparently setting some of the pace for Fogler and Kramer. There were ten men in the final heat, with Ben Hill on the limit mark at 80 yards and Kramer on scratch. After Hill blew up Sherwood set a terrific pace. Bardgett made the pace for the first lap for the back markers, and then Fogler did the donkey work. At the bell the gap was closed and Kramer and Fogler tore around in front. Kramer was compelled to go around Fogler and Krebs, who had apparently been killed off early in the race, came from nowhere and almost beat Fogler for second place, putting up a spirited fight for it. He got third position and Sherwood finished in fourth place.

Kramer also won the five miles open in the fast time of 10:55⅕, in a close finish with John Bedell. Fogler was third. Hill got the half mile consolation for amateurs and Courtney Peer, on 135 yards, finished first in the mile handicap. William Vanden Dries had another turn of misfortune when he fell and broke his collar bone. In the same mixup Edward Tower was thrown against the top of a railing near the grandstand and had his face severely cut.

The summaries:

One mile handicap, amateur—Won by Courtney Peer, National T. V. W. (135); second, Joseph Passenger, Newark (145); third, Martin Kessler, New York City (70). Time, 2:02⅗.



CHARLES H. STEIN, JR.

Five miles National Cycling Association Championship, amateur—Won by Dave Mackay, Newark; second, Charles Stein, Irish-American A. C.; third, Edward Siefert, Vailsburg; fourth, Maurice Vanden Dries, New York City. Time, 11:30⅗.

One-half mile repechage handicap, professional—Won by Frank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, Floyd Krebs, Newark; fourth, Charles A. Sherwood, Newark. Time, 0:54⅕.

One-half mile consolation, amateur—Won by Fred Hill, Armory A. A.; second, Jacob Magin, National T. V. W.; third, Ernest Jokus, National T. V. W. Time, 1:08⅘.

Five miles open, professional—Won by Frank L. Kramer, East Orange; second, John Bedell, Newark; third, Joe Fogler, Brooklyn; fourth, Floyd Krebs, Newark. Time, 10:55⅕. Lap prize winner, Saxon Williams, 10.

MACLEAN'S HARD WON VICTORY

Champion Defeats Collins and Root in Motor-Paced Race at Revere—Good Contests in Amateur Events.

Paced Champion Hugh MacLean scored again at the Revere Beach (Mass.) saucer on Saturday night, 29th inst., in the three cornered race with Elmer J. Collins and E. F. Root, as the other contenders, but it was only after the hardest kind of riding for practically all of 25 miles. MacLean and Collins had conceded three laps in that distance to Root, but if the last-named had not met with a series of mishaps it is doubtful if he would have needed the concession. A crowd numbering 5,000 persons watched the interesting and hard-fought struggle.

Collins got away in the lead with MacLean second and Root last. Root was very slow in starting and his opponents had gained almost one of the allotted three laps before the former Bostonian could get going. After fighting Collins off Root got down to business and regained half a lap from Collins. The Lynn rider then began to bang away at the pace and was gaining in the sixth mile, when MacLean was compelled to change motors. As he made the change within one mile he did not lose any of the distance lost. On the tenth mile Root punctured, and not having an extra pacefollowing wheel, had to borrow one. It did not fit him and at 17 miles his three lap handicap was gone and Collins took the lead with MacLean second, one lap ahead of Root.

Champion MacLean made a wonderful exhibition of unpaced riding when he lost his pace in the 18th mile, but after a frantic sprint he regained it with a loss of only 25 yards. Root in the meantime had another puncture and changed back to his own machine after which he rode like a streak. MacLean took the lead in the 23d mile and in the next mile he passed Collins after a battle of four laps, neck and neck around the steep banks. At the gun he had the race won by 1¼ laps.

The amateur events were well contested, Tom Connolly winning the half mile handicap from scratch, while F. O. Stillman, by a long attempted lap steal in the 10 miles gained enough ground to win by a foot from Connolly.

The summaries:

Twenty-five miles motor paced, professional—Won by Hugh MacLean, Chelsea; second, Elmer J. Collins, Lynn; third, E. F. Root, New York. Time, 37:12⅖.

One-half mile handicap, amateur—Won by Tom Connolly (scratch); second, A. Connor (50); third, A. S. LaMontague (35); fourth, Tom Panacy (60). Time, 1:11⅕.

Ten miles open, amateur—Won by F. O. Stillman; second, Tom Connolly; third, W. H. Bussey. Time, 26:43⅘.

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but it is wise to be so prepared as to be able to
MEET IT MORE THAN HALF WAY
when it does come.



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BUILDING THE MOTOR PARKWAY

Work of Construction as Seen by a Motorcycling Tourist—Picturesque Setting of the Vanderbilt Cup Course.

Starting from the eastern end of the new Motor Parkway, at Broadway in Westbury, Long Island, presents a very interesting scene at present, and also gives an idea of a new method of road building, which may become universal, and which suggests everlasting durability at any rate. The method is being employed in the construction of the Parkway. Seven inches in depth of broken stone, with large mesh wire netting, inserted, rolled with heavy steam rollers, then the whole mass grouted with Portland cement and rolled again while the cement is soft, surely will give a dustless and durable surface.

This cement road, which is to form a part of the next Vanderbilt cup course, and of many future motor contests, starts from the Westbury and Merrick road, within easy walk from the Westbury station on the main line of the Long Island roalroad, and winds and twists pleasantly across the Hempstead Plains, 101 feet above sea level, and as flat as a floor for miles, except where it is carried over the country roads on cement bridges, or is depressed to pass under them. The easy curves are scientifically banked, and as there are no bushes, trees, houses or fences to obstruct the drivers' view for miles, the very highest notch of speed is possible. There will be no further need to go to the Florida beach, and wait for the tide to leave a smooth hard surface, as this cement roadway will be smooth and hard all the time.

The Motor Parkway parallels the Garden City-Bethpage branch of the Long Island railroad as far as Central Park. This railroad has not been operated in several years, but in anticipation of the great race it now is being electrified, as far as the new grandstand.

At the present stage of the work, motorcycling is somewhat difficult along the parkway, on account of its unfinished condition, but as the contractors' cart road, alongside the new roadway is ridable, a cyclist or motorcyclist can make good progress, see all the details of construction, and enjoy riding on the finished parts when he reaches them.

In riding over this road one is reminded of the road through the Shinnecock Hills at the eastern part of Long Island, with this difference, that the view is all land and nearly as far reaching. The view from a seat in the grandstand will repay the visitor for a long journey. Away to the north one can see the hills of Old Westbury, Roslyn, and Oyster Bay, crowned with their stately mansions and picturesque aeromotors, while within easy walking distance, Hicksville nestles amid its beautiful shade trees. To the west can be seen the spires of Westbury, and the dome of the motorists rendezvous, the Garden City Hotel, with the spire of the Cathedral rising above the surrounding trees. A short distance south of the Cathedral are the church spires, gas holder and water tower of Hempstead.

Looking directly south from the grandstand, a fringe of trees about three miles away hides the Merrick road and the ocean. To the east can be seen the foliage of Central Park and Bethpage.

At Central Park the Parkway leaves the level land and enters a rolling country through farms and woodlands until it ends and joins the Round Swamp and Plainview road near Bethpage. There are several cross roads and some sharp turns, on the Plainview road, and the foliage and dust will obscure the view ahead, making this the most dangerous part of the course.

Manneto Hill is on this road, but after riding over it one can only find the hill by looking at the map. The corner of the Woodbury and Plainview road has been named the "flatiron" turn.

It is hardly as bad as the "hairpin" turn in Old Westbury on the 1906 Vanderbilt course, but will compel a respectful slowup by the drivers, unless they desire to turn turtle in a deep ditch on the outside of the turn. This corner will attract a crowd, as it will afford a good view of contestants rounding the turn, from elevated ground in the shade of large trees, and on the safe side of the road.

The Jericho turnpike(west from the "flatiron" turn is very nearly straight, through a rolling country, and among rich farm lands; it is of new macadam with a top dressing of Peekskill gravel, on to Jericho. At Locust Grove it crosses the tracks of the Wading River branch of the Long Island Railroad, which is the only grade crossing on the Vanderbilt course.

There are two easy corners in Jericho, and after these are past the road straightens out, on oiled macadam, to the Old Westbury road. There are many cross roads on the Jericho turnpike which should be guarded, but the only village is Jericho, which can by courtesy be called a village, although it has a fine garage.

The stranger, in following this road, should be careful to get the Old Westbury road, and go south, and not the Westbury road. These two roads are nearly a mile apart on the Jericho turnpike, and although either will lead you to the Motor Parkway, the Old Westbury road will be used for the Vanderbilt race, as the other road leads through the town, and over a grade crossing in Westbury.

Turning left, (south), off of the Jericho



COMPLETED SECTION OF THE LONG ISLAND MOTOR PARKWAY, SHOWING "S" CURVE IN DISTANCE

turnpike on to the Old Westbury road, and riding about one mile, we cross the tracks of the main line of the Long Island railroad on a bridge. Turn left a few hundred feet beyond the bridge, and a few hundred feet further take the contractors' road through the lots, and the great cement parkway is in sight.

NICKERSON.

Schlosser Emerges and Wins.

Charles M. Schlosser, who apparently has been enjoying a vacation this summer, broke from retirement last Sunday, 30th ult., long enough to win the first of the season's series of championship races promoted by the Brower Wheelmen of New York City. The events were held on the Hudson county boulevard, on the Jersey shore. The championship was at one mile, and although Schlosser won, he did not have the easy time he had anticipated. D. Brower was able to give him a hard fight for the honor. John Ahearn was third and the time was 2:28⅘. Edward Fanning had a handicap of two minutes in the five miles handicap, which brought out a large field for a club race. Fanning won with Archibald Allen second and Ahearn third. The scratch men were never serious contenders.

How Lizzie Got and Lost a Bicycle.

Lizzie Rudge, aged 12, who resides in Birmingham, England, is a young person with a future, to say nothing of a past. Recently little Lizzie stole a bicycle, and then proceeded to invent divers stories to account for her possession of it. One was that it was presented to her for saving her young brother from being run over by a street car; another that it belonged to a sick friend, whose "parents" later sent a postcard authorizing Lizzie to keep the machine, as her friend had died—which postcard Lizzie subsequently confessed having written herself. But after keeping the bicycle for six weeks, Lizzie was overtaken by Nemesis, in the guise of a policeman, and she is now on probation for six months.

Wasted Effort in Cycling.

It is curious to observe how many cyclists persist in the practice of riding with the upper part of the body quite as much as the legs. That is to say, instead of holding the body practically stationary, only allowing it a slight swing in unison with the motion of the legs, the shoulders are hunched up and down and the trunk twisted from side to side. There is no possible gain which may be received in this way, while as a matter of fact unnecessary movements of the sort require an outlay of extra and unnecessary energy while they also serve to destroy the steadiness of the mount.

Dust Preventative with Odd Name.

"Epphygrit" is the euphonious name applied to the very latest thing in dust preventives for the highway. At present a series of tests in which it is used are being carried out in Munich, Bavaria.

ONE ARMED WONDER A WINNER

Grimmell First and Fastest in Baltimore Road Race—Forty-two Start and Thirty-one Finish.

Huber's museum has had its armless wonders who can manipulate knives and forks with their feet; Barnum & Bailey's circus had its trick rider in one-legged Fitzparrick, but the Curbstone Wheelmen, of Baltimore, claim to possess the champion one-armed sprinter in the person of Nicholas G. Grimmell.

It would seem that the claim is not to be disputed for on Sunday last, 30th inst.,



NICHOLAS G. GRIMMELL.

Grimmell not only won first place prize in the 10 miles handicap road race promoted by the Curbstone Wheelmen, but also annexed first time prize, in the fast time of 27 minutes 15 seconds, a remarkable feat as the time compares favorably with that made by riders possessing the advantage of two whole arms.

The Curbstone's race on Sunday last was exciting from start to finish, and it is estimated that 3,000 persons watched it from vantage points along the five miles course, the greater number, of course, being en massed around the starting and finishing point. Forty-two riders started, 31 finishing.

Another feature of the race was the good riding of "Pop Allard, of the Crescent Bicycle Club. Although "Pop" is getting along in years he showed that he is right on hand with a sprint by finishing in fourth position, and third in the time division.

"Daniel II" Baker, who has a penchant for No. 13, played in misfortune as usual. While doing a disrobing act he lost a toe clip, and that set him back some distance, so that he had to figuratively "kill himself" to make up. The summary:

		Hdcp.	Actual Time.
1	Nicholas G. Grimmell	3½	27:45
2	Herman Klag	5½	30:38
3	Hubert Collier	5½	30:42
4	Pop Allard	3½	29:41
5	Thomas W. Baker	3½	29:44
6	Louis Lenning	4	30:17
7	Thomas Taylor	2	28:25
8	George Berg	6½	33:07
9	William H. Helfrich	5	31:38
10	Charles H. Bokemeyer	4½	31:35
11	John Wills	4½	32:50
12	Ira S. Lynch	5½	36:30
13	Charles O. Revelle	3½	39:39
14	Frank Schottler	6	40:10
15	Ernest Eiler	4	38:38
16	Frank Lester	6½	41:20
17	Edward S. Bosey	6½	41:33
18	Harry Buenoe	5	39:21

Time prize winners.

1	Nicholas G. Grimmell	3½	27:45
2	Thomas Taylor	2	28:25
3	Pop Allard	3½	29:41

Carnegie Enthused Over Races.

Carnegie—not Andrew, but the Pennsylvania town named in his honor—had an "old home" celebration last week, without, however, the august presence of the great ironmaster-librarian. He was not missed on Thursday, 27th ult., because two bicycle races kept the interest up to excitement pitch, and the residents of the town forgot all about books in their efforts to cheer on their favorites.

Both races were over the road, a 15 miles event, which went to Traveskyn and back, and a ten miles boys' race, which went to Walker's Mills and return. A large crowd of oldhomeweekers enthused over the events although close finishes did not prevail.

Eleven riders started in the 15 miles race but five of them failed to finish. The finishers and their times were: First, John Baker, 0:58:04; second, Ross Dennis, 0:58:25; third, John Klein, 1:04:40; fourth, Alexander Tweed, 1:04:50; fifth, Clyde Tourner, 1:09:45; sixth, William Airhart, 1:10:30.

The boys' race had only six starters, but all save one finished in the following order: First, Henry Barber, 21:00; second, Joseph Lewis, 23:00; third, Frank Dunn, 24:00; fourth, Raymond McNulty, 24:30; fifth, Joe Baker, 26:00.

Many Cyclists in a Pleasure Run.

On of the biggest turnouts in some time took in the pleasure run last Sunday, 30th ult., of the New York State Division, Century Road Club of America, showing conclusively that there are some cyclists in the metropolitan district who relish an easy Sunday jaunt as well as a century grind. The pleasant weather whetted the appetites of the riders to an alarming degree and the inn keepers at Rye Beach, N. Y., who had not expected such an invasion, were put to their wits' ends to secure sufficient grub to go around. It is stated that Alfred H. Seeley got away with fourteen frankfurters, three plates of clam chowder and four bottles of lemon soda, but this report has not been personally confirmed. The coasting contest which afforded diversion at the dinner stop was won by William Russell of the Century Road Club of America.

CLEAN SWEEP FOR THE VISITORS

Goerke and Kellogg Capture Chief Honors at Point Breeze Meet—Spirited Contests on Dusty Track.

To say that Walter Goerke, of Brooklyn, and Stanley T. Kellogg, of Bridgeport, were pretty nearly the whole show at the first race meet held at the Point Breeze track, Philadelphia, Saturday last, 29th ult., under the promotion of the Jack-and-the-bean-stalk-like Quaker City Motorcycle Club would be expressing it mildly. Between them, Goerke and Kellogg won every event in which they were eligible, for of course, they couldn't ride in the novice race, which was captured by J. Shelb on an N. S. U. The kite-shaped track was not as smooth as it might have been, and there was considerable dust, but all the events were well filled and the finishes in some of them were spirited enough to elicit applause from the 1,500 spectators who journeyed three miles from Philadelphia to witness the meet.

Happily the meet was without an accident although one or two minor mishaps occurred before the races began. Louis Steinhauser ran off the turn out of the homestretch while practising and after mowing down the grass for 30 yards fetched up against some obstruction with a broken wheel and forks and a bruised leg. His machine was fixed up in time to allow him to compete in the meet. Joe De Rosa attempted to do stunts while the watering cart was laying the dust and a broken pedal and one or two bruises were his portion. While warming up a single cylinder machine before the meet Frank L. Valiant was the victim of a most unusual accident. The valve cover in the top of the cylinder head became unscrewed and blew out, striking him in the ribs. He did not learn until long after the meet that one of his ribs was fractured as the result.

The feature event of the long card was the 25 miles open, in which 10 starters lined up. Goerke was the quickest starter and, followed by Kellogg, Valiant and Shotwell, he assumed the lead, but was passed by Kellogg in the first mile, which was covered in 1:15⅘. The fastest mile was the third, which Kellogg made in 1:05⅕. The Bridgeport man led until after the 14th mile, when a puncture put him out of the running, but his team mate, Goerke, immediately took up the running, so that the Indian's victory was never in danger. E. A. Shotwell, who rode the first of the big 7 horsepower N. S. U.'s, rode well and a second. F. L. Valiant was third and H. Felix, on a Harley-Davidson, was fourth. The time for 25 miles was 30:21⅗.

The curtain raiser was a three miles novice which was won by J. Sheib on a 6 horsepower N. S. U., after a pretty brush with Felix, Harley-Davidson. Dr. J. W. Pinkham, Indian, was third. Dr. Pinkham had no difficulty in winning the five miles for private owners, while another Indian rider, Harry Klebes, won the five miles for Pennsylvania riders only, this event being restricted to machines not exceeding 23 cubic



WALTER GOERKE WITH 3½ INDIAN

inches, which kept out many of the fast machines.

Goerke and Kellogg simply ran away with the 10 miles for machines not exceeding 30½ cubic inches piston displacement, the



E. A. SHOTWELL ON 7 N. S. U.

former winning in 12:01⅗. Louis Steinhauser was third. The 10 miles open, substituted in place of the pursuit, was a "swap," Kellogg taking first and Goerke second, with Shotwell third.

The record for the Point Breeze track—1:00⅘—was never in danger as the best Kellogg could do in the record trials was 1:03⅘. Shotwell also tried for the record but his time was practically 9 seconds slower than that made by Kellogg. Shotwell and Kellogg were the only two riders who attempted to reduce the record for the track.

An exhibition that seemed to please the spectators was the mile record trial by W. Richard Stroud, the Philadelphia amateur, on a bicycle, paced by Stanley T. Kellogg and E. T. Banes, on a motor tandem. He was paced well enough to get inside the two minute mark. His time was 1:59⅗, a very meritorious performance considering the condition of the track. The summaries:

Three miles novice, for local riders only—Won by J. Shelb, 6 horsepower N. S. U.; second, H. Felix, 3½ Harley-Davidson; third, J. W. Pinkham, 5 Indian. Time, 3:57⅖.

Ten miles for machines not exceeding 30½ cubic inches—Won by Walter Goerke, 4 Indian; second, Stanley T. Kellogg, 4 Indian; third, Louis Steinhauser, 3½ Bradley. Time, 12:01⅖.

Five miles, for private owners only—Won by Dr. J. W. Pinkham, 5 Indian; second, H. Felix, 3½ Harley-Davidson; third, E. T. Banes, 3 R-S. Time, 6:39.

One mile motor-paced exhibition—By W. R. Stroud, Stroud Wheelmen. Time, 1:59⅗

Ten miles open, limited to 61 cubic inches—Won by Stanley T. Kellogg, 5 Indian; second, Walter Goerke, 5 Indian; third, E. A. Shotwell, 7 N. S. U. Time, 10:59⅗.

Five miles, for machines not exceeding 23 cubic inches—Won by Harry Klebes, 2¾ Indian; second, Alex Klein, 3 R-S; third, E. T. Banes, 3 R-S. Time, 6:39.

Twenty-five miles open—Won by Walter Goerke, 5 Indian; second, E. A. Shotwell, 7 N. S. U.; third, Frank L. Valiant, 3½ R-S; fourth, H. Felix, 3½ Harley-Davidson. Time, 30:21⅖.

One mile time trials against track record of 1:00⅘—Won by Stanley Kellogg, 1:03⅘; second, E. A. Shotwell, 1:12⅗.

Bernard Shares in Wheaton Honors.

Although Fred Huyck was "the whole show" in the motorcycle races at the Wheaton (Ill.) county fair during the first two days, Harvey Bernard came into a large share of the glory on the closing days. Thomas Champay (Torpedo) won the 5 miles 20.10 cubic inches class, on Thursday, 27th ult., in 6:51, and Huyck (Indian), won the 61 cubic inches class in 5:25, but Bernard cleaned up on Friday and Saturday. He led Huyck across the tape in the 5 miles 30.50 cubic inches class, covering the distance in 5:33. Huyck was also forced to take Bernard's dust in the 61 cubic inches class at the same distance, and in the 10 miles match on the closing day of the fair. The time for the 5 miles event was 5:32, and in the 10 miles match, 12:20, the fastest mile being 1:08. Bernard rode a Harley-Davidson.

UTAH BEATS CALIFORNIA TWICE

Samuelson Does It for the Pros and Crebs for the Amateurs—Devonovitch Wins an Event and an Ovation.

Salt Lake City, August 26.—A few waves of advance autumn atmosphere seemed to put a frost on the five miles motor paced race between William Samuelson and Hardy Downing at the Salt Palace track last evening. "Provo's Pride" had an easy time of it when he essayed to show Downing, and he did not even have to work his hardest to beat the latter by six full laps. After going two miles, Downing tried to pass his opponent and Clem Turville, who was pacing him, turned on full power. Just at this point, however, one of his machine's cylinders ceased to work and it grew balky. Downing did not care to take any chance and dropped his pace several times, to give Turville a chance to fix up. The motor refused to behave, however, and a moment later Turville signaled that his machine was out of condition. From then on it was an exhibition for Samuelson, although Downing still remained in the race. Samuelson, paced by his brother, covered the distance in 7:01, sticking to his pace splendidly throughout.

The fans had another opportunity to see California pitted against Utah, when Percy Lawrence of San Francisco and A. Crebs, of Salt Lake, went at it in a half-mile race, French style. The Utah boy defeated his opponent in two straight heats in decisive shape. In the first heat, Crebs took the lead from the start and then sprinted at the finish before Lawrence caught him. In the second heat, Crebs reversed things and let his rival take the lead. Towards the end, Lawrence made such a beautiful spurt that it looked like his race hands down, but little Crebs surprised the spectators on the last part of the bell lap by pulling down the Californian and beating him across the tape by a couple of inches, thus giving Utah two victories over California in the course of a single evening.

In the thre-quarters of a mile haidicap, professional, W. De Mara ran away with the money in a good ride from the 55 yards mark. The scratch men did not get a look-in at the money. McFarland, from the extreme rear, succeeded in catching up with the leaders, but found it impossible to push through the large field. He broke through finally for fifth place. Devonovitch and Mitten had a neck-and-neck scrap for second place, the former getting a shade the better.

McFarland took the two miles professional race with ease, getting a sleighride until three laps from home, when he made a jump and circled around the bunch before they realized it. De Mara made a good ride and tacked on to the winner for second place. Hollister hit it up to beat out Iver Lawson for third place and Mitten was a close fifth. The time was 3:51⅕—pretty lively.

In the two miles handicap, amateur, there was some rough work which spilled De Frank and E. J. Hollister during the first mile. Both were cut and bruised quite badly. Phil Wright was blamed for it, and Frank Gardiner suspended him for the balance of the season. H. E. McCormack won, in 4:06⅘, beating out Halstead in a lap sprint by half a wheel. Hume took third and Meyers fourth.

J. B. Hume got back into the limelight again for the first time since his re-instatement, when he won the half mile amateur open, in one minute flat, trimming Meyers, McCormack and Diefenbacher.

The summaries:

Half mile match race, between A. Crebs and P. Lawrence—Won by Crebs in two straight heats. Time, 1:24 and 1:18.

Half mile open, amateur—Won by J. B. Hume; second, Meyers; third, McCormack. Time, 1:00.

Three-quarters mile handicap, professional—Won by De Mara (55); second, Devonovitch (80); third, Mitten (50); fourth, West (45). Time, 1:24.

Two miles handicap, amateur—Won by H. McCormack (55); second, Halstead (25); third, Hume, (80); fourth, Mayer (40). Time, 4:06⅘.

Two miles open, professional—Won by McFarland; second, De Mara; third, Hollister; fourth, Iver Lawson. Time, 3:51⅕.

Five miles motor paced match race—W. E. Samuelson paced by T. M. Samuelson, defeated Hardy Downing, paced by Clem Turville. Time, 7:01.

Salt Lake City, August 29.—There have been a number of enthusiastic soirees at the Salt Palace track this season, but very few of them would be able to stack up with last night, when the two miles lap handicap was finishing. It was a sure enough demonstration when "whiskers" Devonovitch was carried from the track on the shoulders of riders and trainers and were this account a story in a popular fiction magazine, it would be the correct thing to say that the vociferous cheering made the welkin ring. Without pausing to explain just what a welkin ring is or what karat it weighs, it is probable that no Russian ever received a more gratifying and noisy ovation from an American crowd than did Devonovitch. The cheering began with the sprint and did not cease for some minutes after the tape was crossed. Pocketed in the middle of the field on the bell lap, the Russian rider, with his "plumes" caressed by the evening zephyrs, suddenly found an opening and slipped by the bunch until he was up to the front file and then, as the tape was sighted, with a rocket-like movement, he forged an inch of two to the fore and smiled with that contortion of the countenance that refuses to be obliterated. Palmer, from the 45 yards mark, nosed into second, closely pushed by Wilcox and Mitten. The time was 3:55⅖.

Another feature of the evening was a fighting finish in each of three trials of a match race between West and Hollister. The latter won the first half mile heat in close fashion, and West won the second trial at three-quarters of a mile. Then Hollister captured the third heat of one mile, winning the bout. The times were 1:23, 3:51⅖ and 3:24⅖, respectively.

W. E. Samuelson had McFarland climbing trees in their 10 miles motor paced event. The former set out to make the Californian look like a thirty-center, and he reeled off the sort of speed that enabled him to lap Mac three times in ten miles. McFarland is said to have made inquiry as to whether Samuelson had been inhaling some of those oxygen cocktails that they have been feeding to swimmers.

Percy Lawrence was too good for the others in the Australian pursuit for amateurs, Crebs coming out of the fray second, and Phil Wright third. The distance was 2 miles 3 laps 100 yards, and it was covered in 5:08⅖.

None of them had anything on De Mara in the final quarter mile open, professional, and the race was "a pretty thing," as Eddie Hamlet Foy would say. Mitten blew into second position and let Wilcox and Senhouse fight it out for third, the latter getting left. De Mara's time was 29⅖ seconds. The two miles lap amateur went to McCormack, Wright and Hollister in that order to the time of 4 minutes flat.

The summaries:

Match race, best two in three heats—First ½ mile heat won by Hollister; sec-¾ mile heat won by West; third 1 mile heat won by Hollister. Time, 1:23, 3:51⅖ and 3:24⅖.

Australian pursuit race, amateur—Won by Percy Lawrence; second, Crebs; third, Phil Wright; fourth, Diefenbacher. Distance, 2 miles 3 laps 100 yards. Time, 5:08⅖.

One-quarter mile, open professional—Won by De Mara; second, Mitten; third, Wilcox; fourth, Senhouse. Time, 0:29⅖.

Two miles lap, amateur—Won by McCormack; second, Phil Wright; third, E. J. Hollister; fourth, P. Lawrence. Time, 4:00.

Two miles lap handicap, professional—Won by Devonovitch (70); second, Palmer (45); third, Walcox (40); fourth, Mitten (30). Time, 3:55⅖.

Ten miles motor paced match race—Samuelson defeated McFarland. Time, 14.34.

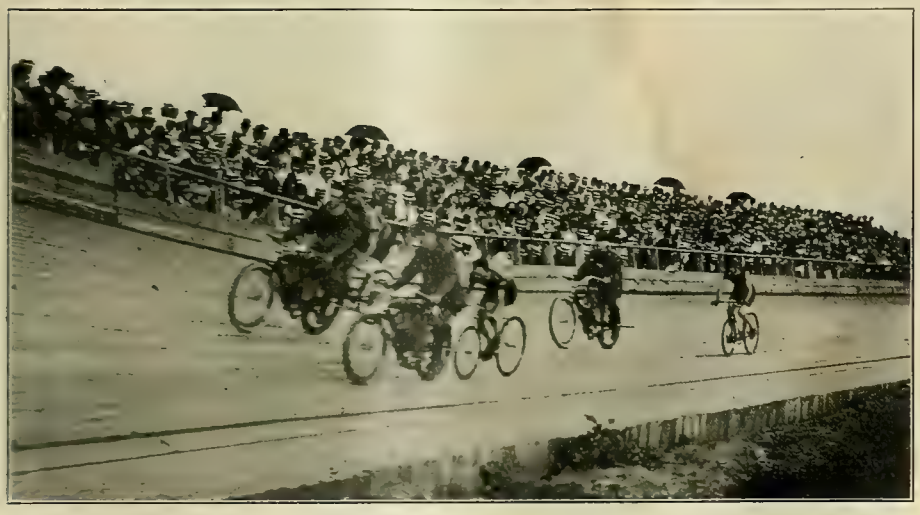
One More Wondrous Water Bicycle.

Another wondrous water bicycle has been "invented," this time by C. L. Daniel, of Corning, Ark. It is said to have operated most successfully on a local lake last Saturday. The new water wagon which Daniels strides, is of the familiar pattern of two cigar shaped tubes, eight feet in length, with a bicycle frame mounted on them and the sprocket connected with a propeller.

CAMERON WINS TWICE AT CLIFTON

Logan Defeats Nelson and Wiley in Exciting Motor Paced Race—Frank Eifler Captures the Mile Handicap.

George Guthrie Cameron who, although he did not win the Olympic bicycle races endeared himeslf to Americans by assisting John J. Hayes to victory in the great Marathon run, got the lion's share of prizes at the Clifton (N. J.) Stadium on Sunday last, 30th ult., when by well-timed sprints he won both the quarter mile open and the five miles miss-and-out events. Patrick Logan, the soft-spoken South Boston orator, whose



JOE NELSON LOSING HIS PACE IN 19TH MILE

constituents doubtless would have placed him on the presidential ticket with Bryan, if Patrick had only expressed a desire for the job, also got a great hand when he defeated Joe Nelson, of Newark, and George Wiley, of Syracuse, in the motor paced race. The race marked the every-other-year-or-so return of Nelson to the pace following game. Frank Eifler, who has been doing stunts lately, finished first in the amateur handicap, and Derosier took the motor race.

Despite the fact that Paterson is a rod-loving city and Cameron wore the white shirt he used in the Olympic races, while Logan sported his lucky green, with the shamrocks embroidered in, a large crowd turned out to do homage to the favorites.

The quarter mile open for "simon pures" was interesting as it took four trials and one final heat to evolve a winner. Fred Jones got the first heat from Adam Beyerman, and Frank Eifler defeated Philip Kury in the second heat. The third heat went to Cameron with Joe Eifler a close second, and Zanes and Pitman, the latter a newcomer, qualified in the fourth heat. With most of the king pins in it, the final heat proved a pretty race, but Cameron showed himself Jones' superior, and in turn beat Zanes.

Hudson (130), Drobach (60), Frank Eifler (45), Cameron (scratch), Joe Eifler (60), Journay (80), McPartland (60) and Hopkins (160), qualified in the heats of the mile handicap. Cameron could not get up in the final heat and the race went to Frank Eifler, with Journay second and Cameron third. The Irish-American sprinter had another inning in the five miles mis-and-out, however, which he won from Adam Beyerman. Frank Eifler was third, and Oscar Goerke fourth.

The 20 miles paced race between Logan, Wiley and Nelson was exciting. Arthur Mitchell, who at last has found his forte, paced the Boston rider, while Derosier manned the machine for Nelson, and Ruden was in front for Wiley. Nelson led from the eighth to the 19th mile, when in an exciting sprint he lost his pace and Logan got in front. Logan won by a quarter of a lap over Nelson in the final scrimmage with Wiley some distance back. The summaries:

One quarter mile open, amateur—Won by George G. Cameron, Irish-American A. C.; second, Fred W. Jones, Passaic; third, James Zanes, National T. V. W. Time, 0:29⅘.

One mile handicap, amateur—Won by Frank W. Eifler, Century Road Club Association (45); second, Michael Journay, Nutley (80); third, George G. Cameron, Irish-American A. C. (scratch); fourth, Hugh McPartland, Boston (60). Time, 2:03.

Twenty miles, motor paced, professional—Won by P. F. Logan, Boston; second, Joe Nelson, Newark; third, George Wiley, Syracuse. Time, 31:21.

Three miles motor, professional—Won by Jacob Derosier, Springfield, Mass.; second, Arthur Mitchell, New Orleans; third, John King, Newark. Time, 3:06⅕.

Five miles miss-and-out, amateur—Won by George G. Cameron, Irish-American A. C.; second, Adam Beyerman, New York; third, Frank Eifler, C. R. C. A.; fourth, Oscar Goerke, National A. C. Time not announced.

SURPRISES AT THE GARDEN MEET

Kramer Fails in Two Events—Halgin "Gets There" Ahead of Fogler—Cameron Among the Winners.

Taking a cue from the big celebration and parade earlier in the day for the returned American competitors in the Olympic games, the fall season of cycle racing at Madison Square Garden, New York, was opened last Saturday night, 29th ult., with what was labelled an "Olympic" program, although the only "Olympic" feature was the appearance of George G. Cameron, who besides having ridden in the cycle events at London, had attended Hayes to victory in the famous Marathon run. Spirited sport was provided, however, and a large crowd looked on.

Among the surprises was the shutting out of Kramer in the qualifying heats of the half-mile professional handicap. Cameron enthusiasts, while suffering disappointment in the one mile amateur handicap, had a chance to cheer their hero as the winner in the two miles amateur lap race. The 25 miles pro event, which was last on the program, developed a sensational sprint, in which two of the leaders gained a lap, but with ultimate profit to only one of them.

After the beginners had scattered themselves promiscuously over the track as the result of cutting in on the pole, forcing each other up the bank and doing all the other awkward and dangerous things that beginners are so fond of, the novice race was decided in favor of Tony Martini, although Tony was second in the finish. But the rider who came in first had cut in on the inside so flagrantly that he was disqualified. In the one mile amateur handicap, Cameron failed to qualify in his heat, although he came within one of getting in, having ridden a hard race from scratch against men with liberal handicaps. In the final Peter Drobach took first place after a scramble in which several riders slid down the banking.

The first heat of the pro handicap for half a mile had Frank Kramer on scratch, and the five laps were too short to bring him over among the first three, as Saxon Williams, from 35 yards, Norman Anderson from 25 yards, and Walter Bardgett from 10 yards, arrived ahead of him. In the second heat Joe Fogler, from scratch, romped in, with Floyd Krebs (15), and Carl Vanoni (45), following. There were no scratch men in the third heat, in which the qualifiers were Joe Halgin (45), Teddy Billington (35), and George Wiley (25).

In the final Fogler closed on Halgin so fast in the home stretch that it looked like a dead heat, but Halgin got the decision. Fogler waved his arm at the referee, on the slowing up round, to indicate a protest, but his subsequent claim that Halgin had

forced him up the bank was unheeded. Wiley got third and Billington fourth.

The final of the amateur two miles lap race, after several mile qualifying heats, found a big field. Cameron lay back until near the finish when he started an early sprint. In trying to tack on, several riders, including Stein, came together on the turn and rolled to the bottom in a heap, but without serious injury. Oscar Goerke, after picking his way through the spill, set after Cameron, but was only able to get second, with David Mackay third.

The 25 miles grind for the professionals was seasoned with dollar prizes for the leader at each mile, and "five spots" at the five miles, and its multiples. Things were comparatively tame, however, until Bardgett and Kramer undertook to gain a lap on the crowd. With Bardgett first in the procession, the line was slowed down to a sleepy pace, and when slumber had fallen heavily on the majority, Bardgett lit out with Kramer at his heels. One watchful follower there was, however, and his name was John Bedell. He jumped out of the ruck and just managed to get aboard. The gap grew until Bardgett had led Kramer and Bedell for a gain of almost two-thirds of a lap, when he handed the work over to Kramer. The latter took it up with vigor and completed the job, but in doing so pulled Bedell with him and shook off Bardgett, who gradually dropped behind for want of steam. Until close to the finish, therefore, Kramer and Bedell were one lap ahead of all the other riders, but in the last mile hard luck in the form of a puncture to Kramer's tire left to Bedell a practically certain victory. He stayed back in the bunch in the final sprint and left room for the fight for the lesser purses, in which Norman Anderson surprised Floyd Krebs by taking second and leaving the latter with third; Bardgett got fourth.

The summaries:

Half-mile amateur, novice—Won by Tony Martini; second, A. Allen. Time, 1:05⅕.

One mile handicap, amateur—Won by Peter Drobach (35); second, J. Whalen (140); third, W. Kapin (140). Time, 2:03⅘.

Half mile handicap, professional—Won by Joe T. Halgin (45); second, Joe Fogler (scratch); third, George Wiley (25); fourth, Teddy Billington (35). Time, 57⅘ seconds.

Two miles open, amateur—Won by George G. Cameron; second, Oscar Goerke; third, David Mackay. Time, 4:20⅘.

Twenty-five miles open, professional—Won by John Bedell; second, Norman M. Anderson; third, Floyd Krebs; fourth, Walter Bardgett. Time, 1:01:16.

Chelini Wins Twice at Santa Rosa.

A. Chelini, riding a Thor, won both motorcycle events at the two days' meet at Santa Rosa, Cal., on August 22d and 23d. In the 10 miles open Chelini had a walkover, as Karslake (Curtiss) stopped in the seventh mile. Time, 10:45⅗. In the 25 miles event on the second day Chelini finished in 27:18.

CLARKE SWEEPS ALL AT SALTAIR

Australian "Rocket" the Whole Show at Two Meets—Amateurs Divide up Honors in Their Events.

Salt Lake City, August 27.—Several sensational finishes that set the fans on a high key were the features of last night's races at Salt Air. A J. Clarke, in the pink of condition, won both of the professional events in great shape, and did not have to resort to any teamwork either. The three miles lap professional handicap kept every one guessing, including the riders, for from the start, there was a hot scramble for the lap money. Four laps from the finish,



Mayer shot out in earnest with McFarland at his rear wheel. Mayer fought Hollister for two laps and then got the lead, but McFarland slipped alongside and began to give the German a serious argument. Suddenly while these two were fighting it out, Clarke swung past the bunch, high in the bank, swooped down and landed neck and neck with the leaders, and for a full lap and a half the trio were glued side by side. Then when the tape slid under them, Clarke was just a few inches ahead, with Mayer second, McFarland third. Time, 5:58⅕.

The mile open professional saw another warm tussle between Clarke and Mayer, and again the Australian made good. Something touched off Samuelson on the seventh lap and before the rest of the bunch came out of their dreams, he was half a lap ahead. Then McFarland set out in pursuit and pulled the field up, geting pocketed and shut out of the sprint for his trouble. Clarke and Mayer, however, shot ahead, tagged closely by Downing and West, and the whole quartet got past Samuelson. Mayer got second and drew Downing past West into third place. The time was 2:00⅖.

L. Lindgren got away with the mile handicap, amateur, beginning at the 145 yards line—his first victory this season.

The summaries:

Half mile handicap, amateur—Final won by Givlin (150); second, Brodbeck (55); third, Crebs (scratch). Time, 0:53⅕.

Mile handicap, amateur—Won by Lindgren (145); second, Lawrence (scratch); third, Meyer (scratch); fourth, Hollister (55). Time, 1:59⅕.

Mile open, professional—Final won by Clarke; second, Mayers; third, Downing; fourth, West. Time, 2:00⅖.

Three miles lap, professional—Won by Clarke; second, Mayer; third, McFarland; fourth, De Mara. Time, 5:58⅕.

Salt Lake City, August 31.—Following up his double victory of Wednesday evening, A. J. Clarke ran away with both of the Sunday night professional events at Saltair. It was during the mile open, French style, that Mayer, who pedalled off into the beautiful isle of his dreams, soon was aware that one stiff sprint had started and when he tried to catch the bunch, something seemed to blow them away from him and the German had to be content with remaining in the rear to keep the also rans company. Clarke finished before Mayer knew it, in 2:22, with Downing, De Mara and West following fast in that order.

Clarke was right on the job in the two miles lap handicap, professional, also. The men ahead took turns chasing each other from scratch, had a hard time to get within hailing distance. Towards the finish, however, he began to show his class, and overhauled them one by one, winning in the lively time of 3 minutes 52⅖ seconds. Hollister managed to beat out Walker for second place by a half wheel.

Al Halstead, from the 40-yard mark, took the two miles lap handicap for amateurs. He beat out J. B. Hume in a tight finish in 4:04⅘, all of the other stars being snowed under. Halstead had McCormack, Giles, Crebs and two more scratch men "back in the pines sawing timber." Lawrence had to be satisfied with third position. Lawrence, however, did not let the half-mile open get by him without making a fight for it, and he fought so well that he won out in 1:03⅗, trimming Crebs, Meyers and Hollister. The summaries:

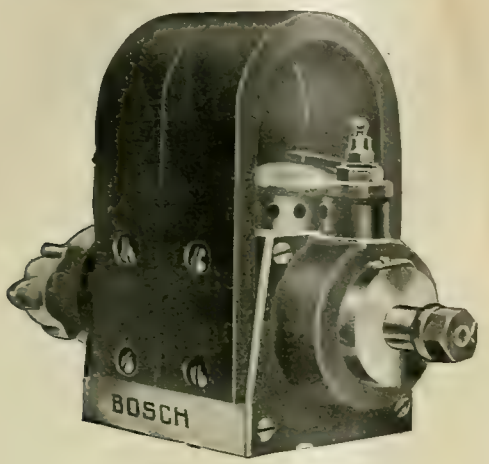
One mile open, professional—Won by A. J. Clarke; second, Hardy Downing; third, De Mara; fourth, Phil West. Time, 2:22.

Two miles lap handicap, professional—Won by A. J. Clarke (scratch); second, C. L. Hollister (50); third, George Walker (80). Time, 3:52⅘.

Two miles lap handicap, amateur—Won by Al Halstead (40); second, J. B. Hume, (25); third, P. Lawrence (scratch); fourth, E. Meyers (scratch). Time, 4:04⅘.

Half mile open, amateur—Won by P. Lawrence; second, A. Crebs; third, E. Meyers. Time, 1:03⅗.

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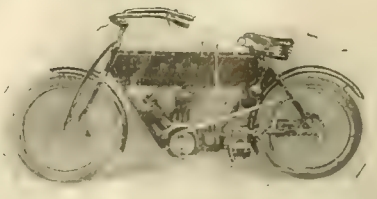
AUSTRALIA—In the Melbourne hill climbing contest, First, Second and Third was **won by the N. S. U.**

RUSSIA—The first prize (gold medal) of the International Auto Exhibition at St. Petersburg, was **awarded the N. S. U.**

ENGLAND—The highest average and a perfect score in the End to End trials, and eight medals and a silver cup, out of 14 prizes, in the Newcastle Reliability trials, were **won by the N. S. U.**

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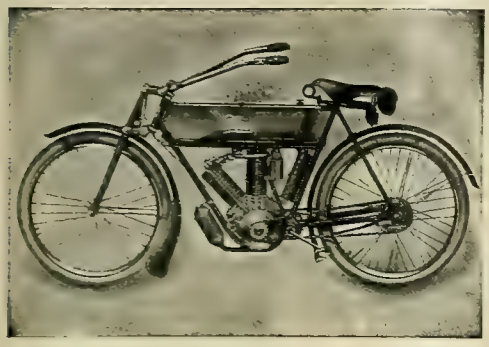
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Whether the man who rides on the tandem attachment is a "particeps criminis," or sharer in the crime, where speeding is the issue, is a moot question that may cause legal nightmares now that the point has been raised.

Justice Frederickson, of Los Angeles, has decided that the man on the tandem attachment is almost, if not equally, guilty in the eyes of the law, when he gave Charles Balke, the Los Angeles racer, a suspended sentence of 15 days for speeding, and at the same time put F. Monasch, the man on the tandem attachment, under a 10 days' suspended sentence for participating in the offense.

Just whether the "man behind" is a principal or an accessory in the offense is not stated, but the action of the Las Angeles justice will provoke considerable argument. In the days when bicyclists were the marks for the police courts, both riders could be haled before the court for exceeding the speed laws because each did his share of propelling the vehicle, but with a motorcycle the case is vastly different, for the man behind, at the side, or in front, varying with the nature of the vehicle is nothing more or less than a passenger.

In automobile cases it has been the rule of justices to allow the passengers to escape, holding guilty only the driver. To a mind untrained to the fine points of speeding jurisprudence, it would appear that the man or woman on the tandem attachment of a motorcycle holds the same status as the passengers in an automobile.

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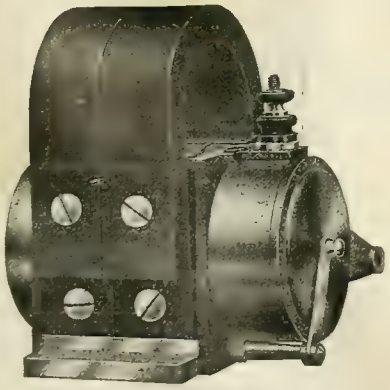
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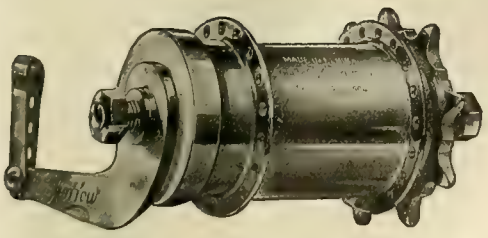
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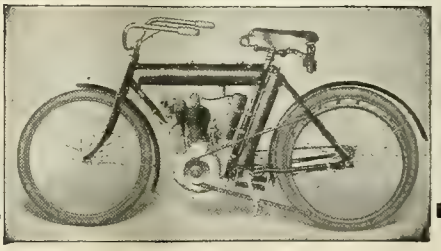
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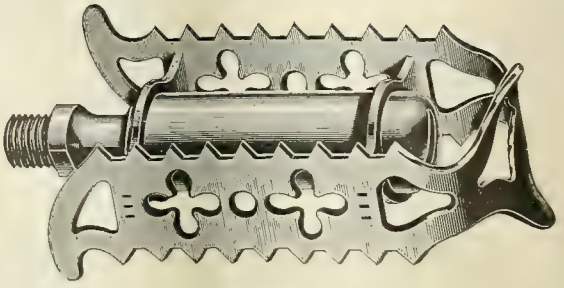
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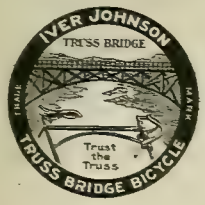
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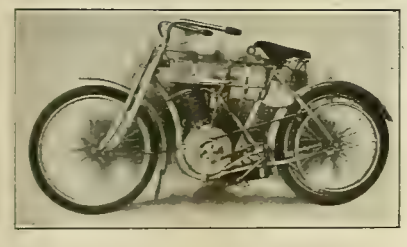
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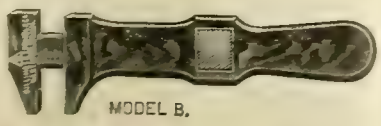
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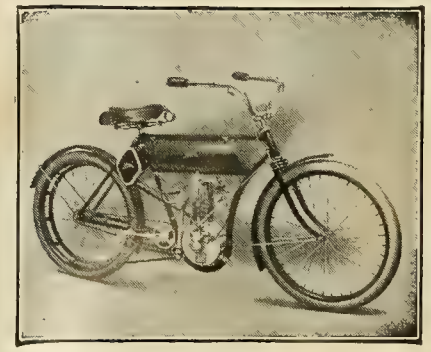
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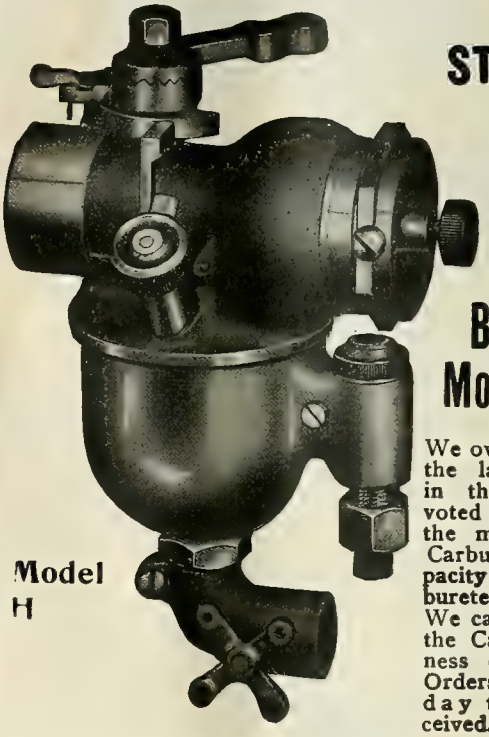
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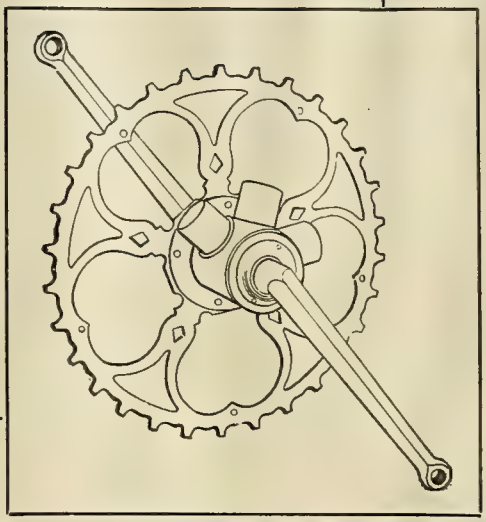
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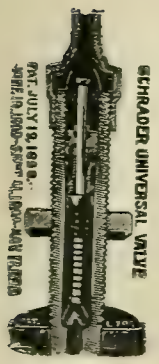
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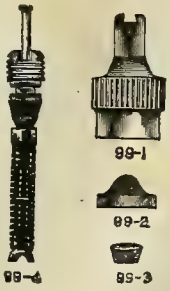
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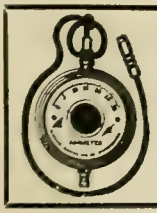
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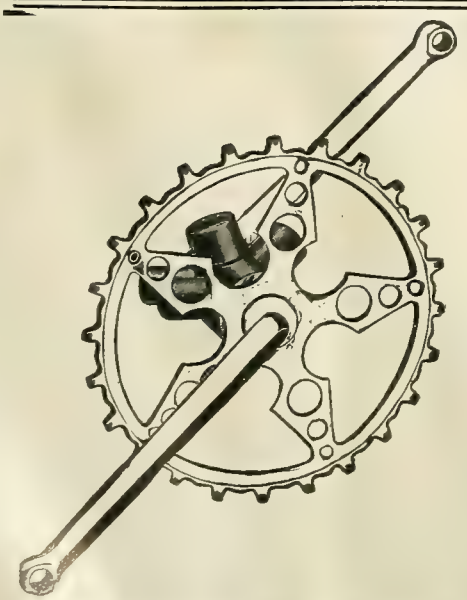
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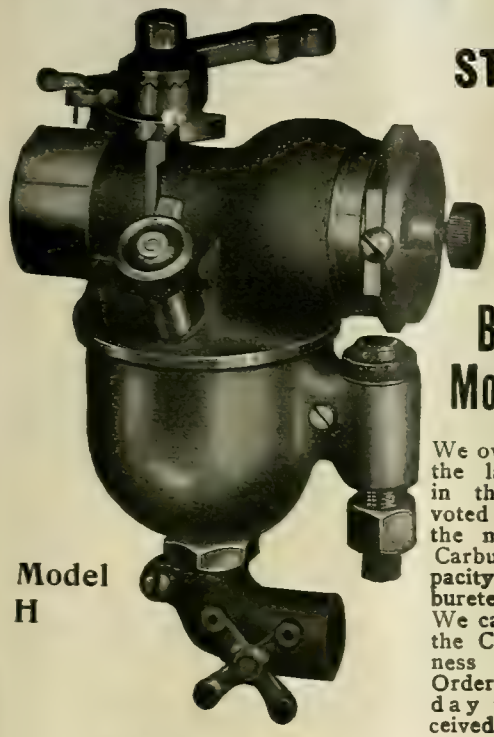
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Angier Company, 9-11 Dorrance St., Providence, R. I.
Waite Auto Supply Co., Providence, R. I.
Belcher & Loomis Hdw. Co., Providence, R. I.
Chanslor & Lyon Motor Supply Co., 542-6 Golden Gate Ave., San Francisco, Cal.
Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.
Powell Automobile Co., 2010 Farnum St., Omaha, Neb.
Archer, Coombs & Winters Co., Portland, Ore., 306 Oak St.
Monarch Machine Co., Des Moines, Iowa.
Union Supply Co., Toledo, Ohio.
Coughlin & Davis, 8th and Walnut Sts., Cincinnati, Ohio.
De Mooy Bros., 1831-37 55th St., Cleveland Ohio.
Chas. E. Miller, 406 Erie St., Cleveland, Ohio.
H. T. Hearsey Vehicle Co., 113-117 W. Market St., Indianapolis, Ind.
Milwaukee Auto Engine & Supply Co., 706-8 Winnebago St., Milwaukee, Wis.
Kilbourne & Clark Co., 307 First Ave., So., Seattle, Wash.
John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
Chas E. Miller, 227½ Jefferson Ave., Detroit, Mich.
Denver Auto Goods Co., Denver, Colo.
Page Engineering Co., 119-121 E. York St., Baltimore, Md.
Alexander-Elyea Co., 35 N. Pryor St. Atlanta, Ga.
Florida Gas Engine & Supply Co., Tampa, Fla.
Columbus Auto Supply Co., 342 So. High St., Columbus, Ohio.

AGENTS WANTED

Every Bicycle Dealer Should Handle

THE PIERCE

We make the following promises to every dealer who will handle our product—

FIRST—To sell you a better bicycle than any of our competitors (the world over) knows how to make.

SECOND—To give you as liberal a margin of profit as any manufacturer.

THIRD—To be more liberal in guarantee replacements than any one else.

FOURTH—To give you and your orders better attention than you can elsewhere obtain.

FIFTH—To furnish a variety of advertising literature, novelties, etc., sufficient to insure a brisk demand for our line.

REMEMBER THIS—The Pierce Agency is a money-making asset for any dealer.

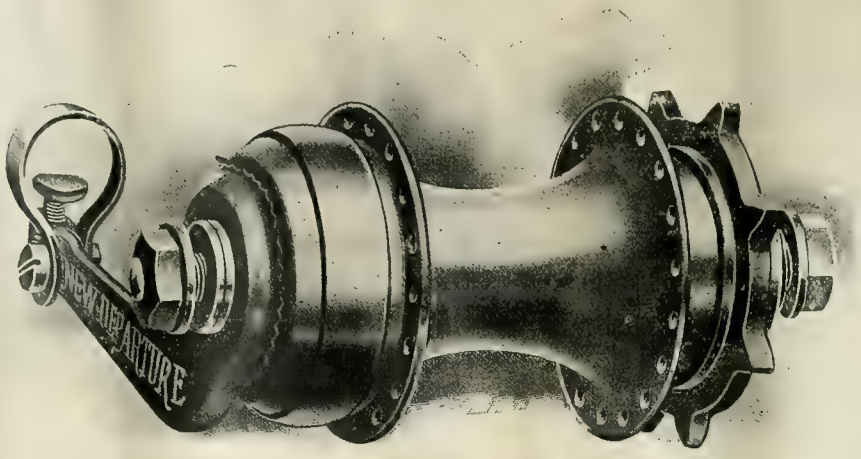
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Our Terms Are The Best

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The Pierce Cycle Co.

BUFFALO, N. Y.

Oakland and Denver.



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is sold successfully by practically every bicycle dealer in the United States. Three million satisfied riders attest its reliability, strength and complete fulfilment of claims made for it by the manufacturers. Made on honor and strongly guaranteed.

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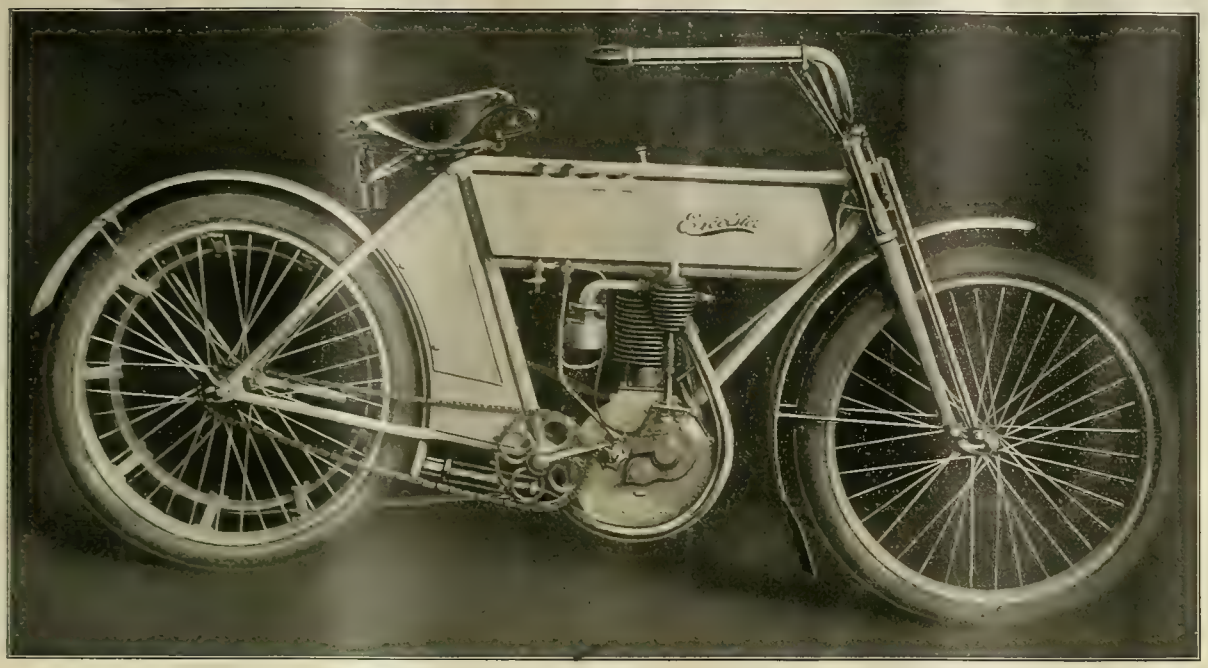
are built to build a quality reputation. That is why they give overflowing measure of value for the money.

¶ They're built to build the trade of the man with enterprise to get in touch with us, too.

¶ Our proposition needs your name and address to come to you.

Ajax-Grieb Rubber Company, 57th Street and Broadway New York City

Factories: TRENTON, N. J.



Excelsior Auto-Cycle

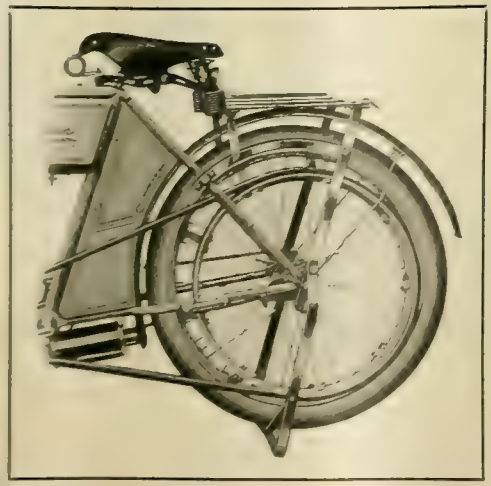
ALWAYS ON THE JOB

In every public test that proves the quality of the regular stock machines, the kind you buy, watch the EXCELSIOR AUTO-CYCLE. Catalogue M. C. 20 tells all about it. Write for it today.

EXCELSIOR SUPPLY COMPANY, 233-237 Randolph St., **Chicago, Ill.**

Established 1876.

Excelsior Luggage Carrier



—AND MOTORCYCLE STAND—

The One That Stands Up

Built of bar steel throughout and heavily nickel plated. Will not break or bend under any load that the machine will carry and is absolutely free from side play and vibration. The stand is rigid and will not allow the machine to tip over when the motor is running no matter how great the vibration.

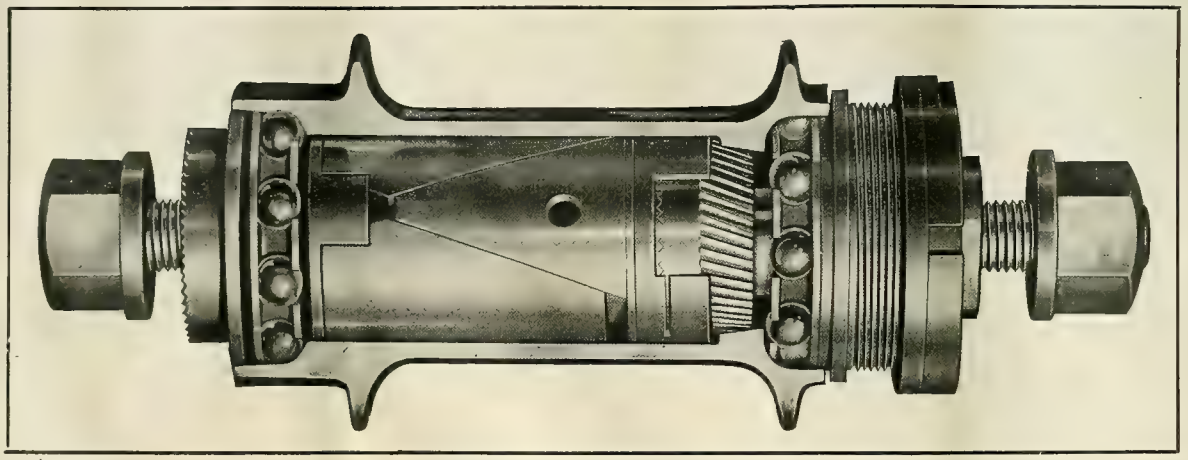
Price complete ready to attach to any motorcycle $10.00 Tandem attachment $15.00.

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Established 1876.

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A. Saturday, September 12 1908 | No. 25

MIAMI ADOPTS ROLLER CHAINS

Will Use Them as Standard Equipment on Pacemaker and Other Racycles—New Model Added for 1909.

The movement toward the use of roller chains, instead of the block patterns, which has been observable during the past two years, will be given considerable impetus by the announcement that on the Racycle Pacemaker and several other Racycle 1909 models, roller chains will be used, for the first time, as standard equipment. Hitherto they have been offered merely as an option. News of the Miami Cycle & Mfg. Co.'s decision in this regard was contained in a preliminary announcement of the company's 1909 product, made this week.

This information also states that a new model styled the Silent Rideabout, will be added to the 1909 line. It will incorporate the Pacemaker frame fitttings and will have a wheel base of 45½ inches. Its special feature will be a regular forged steel hanger with 70-tooth sprocket and half inch pitch roller chain. Frame and rims will be finished in crimson. The option of either steel or wood rims will be offered.

The Pacemaker will, however, continue to be the leader of the Racycle line. It will continue to employ English weldless steel tubing, drop forged head, fork crown, and pinch-bolt seat cluster; vanadium steel crank hanger, coaster brake, and the best equipment possible to obtain. Roller chain, gun blue finish and aluminum finished rims will add to its distinctiveness.

The famous Racycle hanger has been improved in several minor details. The clutches of the cranks will have a wider angle, thereby giving them a firmer hold with added strength, and will be reinforced by the addition of a key passing through one side of the cone sleeve, in the center, which will prevent any tendency to work loose and slip. This will also make it possible to use a smaller crank bolt with more stock in the crank shank, thus adding further to the strength of the cranks.

In addition to Racycles, the Miami company will, of course, continue to make and market its line of Miami jobbing bicycles and also the Hudson line which it so recently acquired.

Ajax Establishes Two New Branches.

The Ajax-Grieb Rubber Co. has opened two new branches, one in Philadelphia, the other in Kansas City. The former is located at 316 N. Broad street, and is in charge of Joseph Keir, who formerly was with the Michelin company. Keir is a resident of Philadelphia and is an experienced tire man, having been engaged in the business for the past five or six years. The Kansas City branch is located at 1422 Grand avenue. Its manager is Enoch Graf, for many years past buyer of all rubber goods for the Shcmelzer & Sons Arms Co. of Kansas City.

Willis Purchases Staley's Interest.

Fred I. Willis, secretary and treasurer of that long established jobbing house, the H. T. Hearsey Vehicle Co., Indianapolis, Ind., has purchased the interests of Frank M. Staley, vice-president of the concern. Willis's purchase has carried with it a change in the title of the company. Hereafter it will be styled the Hearsey-Willis Co.

House Makes Department His Own.

Wesley T. House has purchased the bicycle and sporting goods department of House & Hermann, Wheeling, W. Va., of which he was the manager. He will continue the business in his own name.

In the Retail World.

Hampton, Va.—Junius Bully; store destroyed by fire.

Albany, Ore.—A. Schmidt; store destroyed by fire; loss $3,500.

Negaunee, Mich.—A. O. Sjoholm, sold out to John Pollard.

FULL SETTLEMENT NOW IN SIGHT

Two Weeks Further Allowed for Pope Reorganization, now Certain—Court Delays Order for Third Dividend.

In the Chancery Court at Newark, N. J., on Tuesday last, 8th inst., Vice-Chancellor Howell continued for two weeks an order directing parties in interest to show cause why the receivers for the Pope Mfg. Co. should not be compelled to pay a third dividend of 25 per cent.

It was represented to the court by Percy S. Bryant, counsel for the creditors' committee, that the receivers have on deposit in various banks cash in excess of $800,000, and that $379,000 would suffice for the payment of the dividends.

The application was opposed by Sherrerd Depue, representing the receivers. Mr. Depue read a communication from George A. Yule, who was appointed one of three receivers at the instance of the creditors' committee, in which Mr. Yule stated that he was not in favor of granting the application at present. Mr. Depue stated further that the time limit for the adoption of a proposed reorganization plan expired on Tuesday and he urged that the outcome of that proposition should be awaited. The plan, he said, provided for the payment in full of all claims immediately upon its adoption. It is understood that a sufficient number of shares has been deposited with the stockholders' committee to assure the success of the reorganization plan as outlined.

The vice-chancellor disposed of the application by saying that he thought he ought to give the reorganization scheme a chance and to that end he continued the application to September 22.

The plan of reorganization includes the creation of an entirely new company capitalized $4,000,000 common and $2,500,000 preferred—at $6,500,000, to take over the properties and assets of the old company.

BRAZING JOINTS ON MOTORCYCLES

Practical Suggestions by a Repairman on Uniting Copper and Brass—Methods for Regulating the Heat.

The enormous vibration which is set up in motor bicycles often results in the leakage of gasolene or oil from the tank or from the pipes which convey the gasolene to the carburetter. It is very necessary, when fitting up these appliances, that the very best joints should be made, according to a foreign repairman of long experience. It may be taken that in the best practice—and only the best is good enough in motorcycle work—all pipes and unions should be brazed.

"I remember," he says, "a striking instance of what might have been a very serious accident occuring some years ago when fitting up one of the early makes of very simple type, the fuel being led practically to the seat of the inlet valve through a tiny orifice, which was normally covered by the valve when on its seat. When the suction stroke took place, the valve was lifted off its seat, and opened the orifice through which the gasolene was sprayed on to the hot valve and into the combustion chamber along with the air which was admitted by the valve. This necessitated a union close to the valve and on the engine itself, in order to connect the valve seating up with the gasolene tank. I knew well the danger which might arise if this was coupled up in such a way as to prove likely to go asunder, as the fuel would then fall on to the hot cylinders, and, therefore, gave instructions that it should be brazed to the screwed union which connected it to the valve seating. By some oversight this was not done, the workman who was instructed to fit up the pipe not feeling competent to braze copper unions to brass tubing, and, therefore, he made them a tight fit and sweated them together with soft solder. On a trial of the machine on a stand, the heat of the engine cylinder rose to a temperature which melted the solder, and the pipe came adrift from the union, with the result that he had a very considerable flare up. The machine had to be thrown bodily into a cemented yard and left to burn, as the flare up heated the copper pipe and disconnected it at the other union, where it was also sweated in with solder, and the whole machine was one mass of flames. The tank was made of brass, turned over at the edges and soldered, and this also got so hot that it came adrift, and the gasolene flowed out bodily over the machine. The tires were burned through, and exploded, causing even more damage, as the relief of the air from the tires caused the gasolene which was floating about to be squirted in all directions, and on fire. The wheels were completely spoiled—the rims, as well as the spokes, becoming nearly red hot, so that they were twisted out of all recognition when the fire was eventually subdued by coal ashes.

"The experience gained in that little episode has always made me very careful about the fitting up of copper piping to lead gasolene from a tank to a carburetter, and I have always insisted that the best method is that in which the pipes are brazed into the sockets of the unions, and the unions themselves are attached to the tanks by sweating with soft solder, but with this great proviso that they must have screwed ends and shoulders, and be pushed through the hole in the tank with a lock nut screwed up at the back, and then sweated by means of a blow pipe. If this is done and a flare up takes place, even though it should raise the temperature enough to melt the solder, the pipe will still be held in position by means of the lock nut, even though some slight escape of gasolene may be caused; but, above all things, it is essential to braze the copper pipes into the unions, and this is not by any means so difficult a job as it is generally supposed to be.

"In brazing the copper pipe into a brass union it is necessary to remember that the temperature required to melt the spelter is a temperature just below the melting temperature of brass. Copper melts at a much higher temperature than its alloy—brass—so we need a spelter which contains enough tin and antimony to cause it to fuse at a lower temperature than that of ordinary brass. The great point in brazing these unions and pipes together is to keep the heat down to such a temperature as will just allow the spelter to run freely. Calcined borax is the best flux, and it should be very fine indeed.

"The joints should be made a fairly good fit. The copper tube may well be slightly roughened with a file by draw filing, and, of course, both surfaces must be quite clean. The draw filing of the copper pipe will enable it to be pushed in tightly into the union, and yet will prevent it becoming too tight when expansion takes place, due to the heat of the blow pipe. Before putting the two together it is well to apply a paste, made up of the calcined borax in water. The heat should be directed, and the brass union and the spelter should be applied on the flattened end of a steel rod, very fine powdered spelter being best for this purpose. The spelter used for brazing steel tools, as in cycle construction, is useless for this purpose, as it fuses at too high a temperature, and coppersmith's spelter should be obtained.

"In applying the spelter it should be mixed with equal proportions of calcined borax, and as soon as it commences to run, the heat should be so regulated as to keep the temperature constant and not increase it, otherwise the union itself will stand a chance of becoming melted. If the union is of any great size, or takes the form of a tap or other mechanism, it is well to embody it between the two halves of a raw potato, binding the two halves of the potato round it with soft iron wire. This will prevent any danger of the thick mass of metal drawing away the heat from the part which we require to braze. The operator will know at once as soon as the brazing heat has been attained, as the spelter will run up the joint. It is not necessary that the joint should be placed vertically in the fire, but at an angle of about 45 degrees; otherwise the spelter has a tendency to run right through the joint.

"I have found that in brazing these parts, charcoal is better than coke or asbestos; but it must not be allowed to become too hot. Shaking round the charcoal with water will enable the temperature to be kept down, and yet allow the joint to be surrounded by a bank of incandescent char coal. Once this gets incandescent, it is very easy to keep the temperature constant by means of the blow pipe.

"Another point to remember is that this process of brazing will make the copper tube very brittle, the law governing the texture of copper under varying temperatures being exactly opposite to that governing the texture of steel or iron under the same conditions. If copper is heated to a dead heat, and allowed to cool very slowly, it will become very brittle, exactly the position which we do not want in motorcycle work, but if heated to this temperature, and then suddenly cooled by plunging in water, it will become very soft. It is, therefore, advisable after a brass joint has been made—but not before the joint is fairly set and the metal cooled down—to re-heat it to a dull red heat and plunge it in water. Needless to say, it is very bad practice to run a copper pipe direct from one union to the other; it should always have a good amount of curve, and it is often very advantageous to give it a complete turn of a helix between one union and the other. Sometimes difficulty in soldering up two brass tanks arises through the inability to get sufficient heat on the tank itself, the heat being dissipated, with the result that the solder will not flow properly. The tank, needless to say, should be perfectly dry and free from gasolene, water, or oil, as the case may be. I have found that by heating about 6 inches of ½-inch iron bar to a good red heat, and placing it inside the tank, the temperature inside can be raised sufficiently to prevent any difficulty in soldering. This, of course, should not be done unless the tank is absolutely dry and free from the presence of gasolene or its fumes.

"A leaky joint in a gasolene tank should not be soldered by means of a blow pipe; it is practically impossible to make the new joint join up to the old, and in some cases I have seen tanks completely destroyed as regards their oil tightness by using a blow pipe on them. They should always be soldered with a very hot soldering iron, and their temperature may be raised as described before commencing the soldering operation."

GAINS IN SOME EXPORT MARKETS

July Shows a Favorable Turn in a Few Cases—Losses, However, Overweigh the Gains.

In spite of the declines in the exports of American cycles which has marked the seven months ending with July, the returns show growing markets in several sections of the world. Argentina records a gain from $2,054 in July, 1907, to $6,805 in July, 1908, and an increase for the seven months. Increases for July and the seven months are also shown in British Australasia and in Other Asia and Oceania, while Germany and Brazil, which have in the previous six months indicated decided losses, give increases for the month of July. The month's figures for Germany are $2,320, as against $1,183 in July a year ago, and Brazil shows $756 as against $263.

The total for July is $44,845 as against $81,604 for the same month in 1907, while the total for the seven months ending with July is $445,959 as against $769,168 for the same period a year ago. Of the losses for the month, that of Japan is perhaps the most sensational, being a drop from $15,161 to $1,496. The Netherlands slid from $5,434 in July a year ago to $235 this July, and Mexico, Cuba, and Other West Indies and Bermuda are marked with sharp declines. The United Kingdom shows $6,468 as against $9,584. In the seven months' period gains are recorded in Italy, Other South America, and Other Countries, as well as in Argentina, British Australasia, and Other Asia and Oceania, already mentioned. The heaviest loss is in the United Kingdom with a total of $54,071 as against $209,553 for the first seven months of 1907. France shows $3,955 as against $40,006, and Other Europe records $44,120 as against $133,633. British North America holds its own fairly well, the decline for the seven months being from $46,612 to $45,838.

The record in detail is as follows:

	July		Seven Months Ending July		
	1907	1908	1906	1907	1908
Cycles, and parts of—					
Exported to—					
United Kingdom	$9,584	$6,468	$193,552	$209,553	$54,071
Belgium	3,878	443	16,884	19,101	15,119
France	5,270	285	15,832	40,006	3,955
Germany	1,183	2,320	69,201	29,116	20,752
Italy	2,719	581	21,419	15,272	17,694
Netherlands	5,434	235	104,912	26,226	10,688
Other Europe	2,002	1,533	184,936	133,633	44,120
British North America	5,409	4,831	56,481	46,612	45,838
Mexico	9,172	3,894	68,089	53,345	52,811
Cuba	3,138	1,051	19,531	28,701	19,842
Other West Indies and Bermuda	5,032	1,499	12,760	14,609	12,789
Argentina	2,054	6,805	9,918	11,858	14,664
Brazil	263	756	6,145	8,771	3,757
Other South America	1,061	491	11,292	7,730	9,507
Japan	15,161	1,496	140,726	67,904	46,540
British Australasia	7,170	8,782	45,855	44,033	49,315
Other Asia and Oceania	2,482	2,979	14,261	8,866	13,785
Other Countries	592	396	10,073	3,832	4,712
Total	$81,604	$44,845	$1,001,867	$769,168	$445,959

To Keep Record of Customers' Bicycles.

In order to render easy the identification of their customers' machines in case of loss or theft, the Miami Cycle & Mfg. Co., of Middletown, O., has instituted a system which will give Racycle owners a method of having their mounts registered that is bound to prove valuable in many instances. A handsomely engraved certificate of guarantee, bearing the model number, frame number and other data for identifying the machine, will be securely sealed to the frame of each Racycle, and is to be removed only by the purchaser. A record of each is kept at the factory in duplicate with that of the purchaser's certificate. In case a machine is either lost or stolen, reference to either the factory or the owner's certificate will supply all the necessary information to identify it. This furnishes automatically a record of the specifications such as any owner may secure for himself, but which few are thoughtful enough to jot down and preserve.

Nickel Plating Without a Battery.

According to a technical source, iron and steel may be nickel plated without the use of a battery by operating as follows: First make a 10 per cent. solution of chloride of zinc in distilled water; to this, add 10 per cent. of sulphate of nickel, and then immerse in the bath the objects (previously well cleaned) to be nickel plated. Leave them in the bath for about half an hour. Replace the water of the bath in measure as it evaporates. The sulphate of nickel, of course, must be free from copper.

Warner Forced to Relinquish Racycles.

George C. Warner, for so many years the traveling representative of the Miami Cycle & Mfg. Co. in the South, has relinquished the sale of his beloved Racycle. The continued ill health of his wife has required that he give up traveling and as a result he has returned to his old vocation, the printing business. He has bought a half interest in a printery in Paducah, Ky., to which place he has removed from Jacksonville, Fla.

STORAGE BATTERY IN THE HUB

How the Pedaling Cyclist May Have One—Conservation of Muscular Power the Device Effects.

"Did it ever occur to you that every man and woman who rides a bicycle without a coaster brake is cheating him or herself?" questioned the old bicycle dealer to a group of wheelmen the other day, says the Racycle Bulletin.

"Well," continued the dealer, "they are not getting the worth of their money, and it's one of those cases where you must prove the fact to the purchaser of a bicycle in place of him making a howl for more value for fear he is being cheated.

"The coaster brake on a bicycle is like the interest on an invested capital, the storage battery of your pedal energy, the conservator of your muscular power. When you have climbed a hill with no coaster brake on your wheel you also climb down the other side, for your muscles are exerting themselves as greatly in holding back the weight of wheel and load as they were in the ascent, and more than one man has been killed at the end of a hill because he had no brake.

"I take a trip every day that covers two miles, going and coming, and my cyclometers show me that I coast over one-third of the distance. That's why I call my rear hub a storage battery.

"Of course, poor, cheap brakes are worse than none at all for no confidence can be placed in them, and they are apt to fail you at a moment when needed the most. But a good brake is worth ten time the price paid for it and generally returns its value in the first month's use. There are a number of excellent brakes on the market and the rider should have no difficulty in selecting one to suit his needs; but he can't get a good one for less than $5. While the single speed is more generally used, the two-speed and tri-coaster hubs are now receiving a better demand than formerly."

When the Battery Wire Becomes Lose.

When the battery wiring at one cell becomes loose on the road, it sometimes happens that in screwing up the carbon terminal on the battery, the threaded rod carrying the binding screw will itself become loose and revolve, making it impossible to bind the wire firmly. A sufficiently good temporary binding of the wire may be obtained by making a slip-knot of it around the loose post or a sharp blow, which by bending the screw to one side, will cramp the wire underneath securely.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

The Name Corbin

is in itself

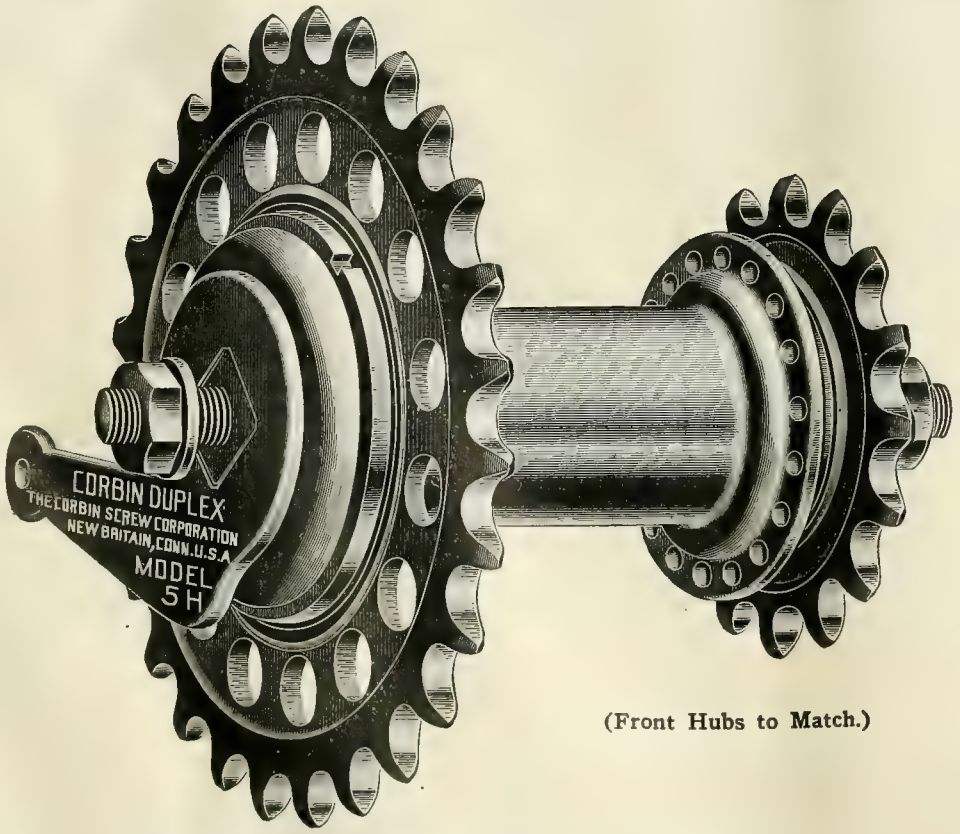
A FIRST CLASS GUARANTEE

We are keenly conscious of the fact, and

When we place it on a Coaster Brake

whether for Bicycles or Motorcycles

WE BUILD ACCORDINGLY



(Front Hubs to Match.)

CORBIN MOTORCYCLE COASTER BRAKE.

Anything that is merely "pretty good" is not good enough to bear the name Corbin. It must be exactly right and wholly right or it will not bear the name.

Corbin Screw Corporation, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 12, 1908.

Wherein Many Dealers Fall Short.

When a young rider, who may be planning to get a new racing machine, asks the dealer about racing matters, such for instance, as what are the registration requirements, where the racing rules may be obtained, what constitutes the technical difference between an amateur and a professional, how the national championships are decided, etc., it is very dampening to his enthusiasm on the racing subject to find that the dealer cannot tell him and does not appear interested.

In his role as advisor, counselor and friend, the dealer is called upon not only for mechanical advice, but for information concerning the broader affairs of cycling and motorcycling, and he should have a fair working knowledge of the principal features of the racing situation, although many in the trade fail to appreciate the fact.

If the men who are to the forefront in winning the big racing events ride the make of machine he handles, the dealer can use the fact to good advantage in his selling operations, and if he wishes to encourage racing enthusiasm, he himself should show some conversationally. At the same time it is necessary that he know what he is talking about, and information concerning coming events and about the rules that apply should be a part of his mental stock in trade.

Emulating the Tooley Street Tailors.

If the statements made in his formal whereases and resolves are correct, it must have been a proud day for the "president" of the comic opera "National Association of Motorcyclists," who never owned or rode a motorcycle, when the president of the Federation of American Motorcyclists, one of the most enthusiastic riders who ever straddled a motorcycle, requested or otherwise solicited an interview with a view of effecting an "amalgamation."

It must have been an even prouder day when as the result of the interview so graciously granted, the president of the F. A. M. agreed—so say the resolutions—to the "amalgamation." In exchange for some books and papers of no earthly value, the executive of the F. A. M. is said to have promised (1) that without cost all members of the little letterhead organization shall be given full membership privileges in the F. A. M.; (2) that those of its members who were expelled from or suspended or professionalized by the F. A. M. shall be reinstated, and (3) that "the amateur and professional rules" of the letterhead body—heaven only knows what are the "rules"—"shall not be violated in any way."

Apparently not even the Three Tailors of Tooley street, whose "We, the people of England," resolution is a proverb, took themselves more seriously.

While the resolutions which contain these stipulations are studiedly specific in "putting it up" to him, it is almost unthinkable that even if in casual conversation he deigned to notice the paper existence of the so-called "national association," the intelligent president of the F. A. M. agreed to conditions which are absolutely impossible of "ratification" by the executive committee or by the F. A. M. itself unless it renders its constitution and by-laws and also its competition rules not worth the paper they are printed on. The only legitimate way in which members can be added to its roll is by signing application blanks and paying the fees; the only way men who have been expelled can be restored is by a vote of two-thirds of the members present at the regular annual meeting; the only way professionals can be reinstated as amateurs is by unanimous vote of the members present at a similar meeting. As for binding itself to respect any rule of any other motorcycle organization, least of all, of a paper "outlaw" organization having merely a complimentary existence—well, comic opera cannot suggest anything more laughable. The idea of such an alleged national organization having six, sixty, or one hundred and sixty members attempting to dictate or secure terms from the recognized and unquestioned governing body of 1,600 members, is presumption of a sort not often encountered. A year ago, the so-called "national association" sought "amalgamation." Its request for a "conference" was answered by the F. A. M. at its annual meeting. The request was tabled by an overwhelming vote.

The F. A. M. never has recognized the existence of the so-called National Association of Motorcyclists, of which nothing would be heard were it not for the "annual meet" promoted and largely paid for by the angry tradesman who "organized" it merely by printing the title on a letterhead and solely because of dissatisfaction with a referee's decision. It could not compel even his own employes to respect its "amateur rules." Nothing has arisen meanwhile that requires compromise or more notice to be taken of it. If any of its few members desire membership in the F. A. M. they can do what others like them who have seen the light already have done, i. e., apply for membership in the regular way. If any other proceedure is followed it will be an invitation for every other man or club that becomes disgruntled to organize "national associations" in similar fashion. It is a matter of history that the outlaw body that does not dry up and blow away because of its own lack of weight, is a striking exception to the general rule. Handling "outlawry" does not call for the use of kid gloves.

Even had they authority to do so, we believe the members of the F. A. M. executive committee have too much regard and respect for their organization to ratify or otherwise countenance compromise with an "outlaw" body of whatever sort. The so-called National Association of Motorcyclists is merely an outlaw movement and a very insignificant one.

There is yet hope that a way will be found to reach and subdue New York's open-muffler "fiends." A scissors grinder who employed a too clamorous gong to announce his presence has been arrested and fined for violating the anti-noise law.

"OCT. FIRST" OR "ACT FAST"?

Bungled Cablegram Causes Controversy—Manager's Version is Accepted and Mayer is Suspended.

Whether Henri Mayer, the German sprint champion, who rode in Salt Lake City last summer, and who is at present in New York City, is getting a square deal is a question that doubtless the International Cyclists' Union will have to determine. The facts in the case seem to indicate that the German rider is "up against it," so to speak, as he has been indefinitely suspended by Chairman Kelsey of the National Cycling Association's board of control, because it is alleged that he failed to fulfill an alleged contract said to have been made with John M. Chapman, manager of the Saltair saucer track, Utah, who now is managing the meets at the Newark Velodrome.

As nearly as can be ascertained the facts in the case are as follows: Last May Chapman was anxious to secure Walter Rutt to ride on the Saltair saucer, and on a letterhead of the company which owns the Utah track, Chapman wrote to Rutt, then in Paris, offering him a proposition. The letter was dated from Salt Lake City and said, in part:

"I will guarantee you $2,500 to ride here under my management during the months of June, July and August."

Rutt did not want to come to America, so he turned the letter over to Mayer and the latter cabled Chapman that he would go to Salt Lake City upon the terms offered Rutt. Mayer immediately received a cable message from Chapman which read as follows:

"Accept leave immediately my management oct fast."

It is this cablegram that has caused all the trouble. Chapman claims that the words oct fast" were a mistake for "October first," and upon that contention bases his claim upon Mayer's services until the date he claims is meant.

Mayer, on the other hand, says that he understood the words to mean "act fast," and as there was no previous mention of the month of October, he only had to ride during June, July and August. Furthermore, Mayer contends that there was no contract between him and Chapman anyway, simply the exchange of cable messages, and also that the terms which he accepted, as in the letter to Rutt, stated that he was to ride "here," meaning Salt Lake City, and therefore he does not have to ride in New York or elsewhere, and that Chapman has no claims upon his services.

According to Mayer, when Chapman left Salt Lake City to come East and take the management of the Newark Velodrome he, Chapman, insisted that Mayer come here and finish his "contract" with him during the month of September. The German also claims that when he applied to the owners of the Saltair track for the $600 claimed to be due him, he was told that they did not know him, and that he would have to apply to Chapman. Mayer thinks this was strange as they had been paying him $200 a week during the time he rode there. Chapman, on the other hand, says that Mayer is indebted to him or the Saltair management, whichever it is, to the extent of $250, as he did not fill his "contract."

Mayer came East and so did Chapman, and when the latter sought to make the champion ride both at Madison Square Garden and at Vailsburg, the German balked. Then Chapman had Chairman Kelsey indefinitely suspend Mayer. Mayer has consulted several lawyers both here and in Salt Lake City. They all not only agree that Chapman cannot make him ride during the month of September, but they go further and opine that if Mayer wants to take the matter to the courts he stands an excellent chance of securing the $600 said to be due him.

Crolius Beats Van Sickle in Match Race.

Although the program announced it as a professional motorcycle race and the papers gave Walter Davidson the credit of winning the five miles match at the Minneapolis State fair on Saturday, 6th inst., it was an amateur event, and Davidson did not win it. The race was a match between Charles W. Van Sickle, of Hammond, Ind., on a 7 horsepower Indian, and Lacy Crolius, on a 6 horsepower Harley-Davidson. It proved exciting, as Van Sickle led for two miles, until Crolius came up and gave him a neck and neck race for more than a half mile, when Crolius pulled ahead and won out in the fast time of 5:15. The last mile was made in 58 seconds. The ten miles handicap brought out 18 starters, but the field quickly thinned. Fred S. Haas, on an Indian, and Thomas Bird, on a Merkel, soon drew a big lead on the field, with the first-named always about 50 yards in the lead. In the last mile Haas and Bird both increased their pace, the former winning by about 100 yards in 13:49. R. S. Porter, on an Indian, came out of the ruck and took third place.

Where They Call "Teaming" Swindling.

Commenting on the Bicycling World's condemnation of "teaming," the Scottish Cyclist rises to remark: "If our contemporary continues the agitation it may be the means of suppressing a practice which ruins racing wherever it is practiced." In Great Britain, the Scottish publication says, they describe "teaming" in plainer language, viz.: "lying down, riding to lose, or plainer still, swindling."

Wiley and Butler Win Team Race.

George Wiley and Nat Butler, riding as a team, defeated James F. Moran and Joe Nelson, in their 10 miles team match at the Clifton Stadium on Labor Day afternoon, 7th inst. In the first heat Wiley defeated Nelson rather easily and in the fifth mile of the second heat when he was leading by a half lap Moran's chain came off. He lost the lead and three laps, but by hard riding cut Butler's lead down to 1½ laps. The other feature of the meet was the attempt of Derosier to break the five miles record. He failed to touch the mark.

COMING EVENTS

September 11-13, Roxbury, Mass.—Boston Bicycle Club's annual wheel about the Hub.

September 12, New York City—Race meet at Madison Square Garden.

September 13, Long Island—Century Road Club Association's Veterans' century run, Bedford Rest to Sayville and return.

September 14-15, Chicago, Ill.—Chicago Motorcycle Club's annual endurance contest, Chicago to Kokomo, Ind., and return.

September 14-19, New York City.—Two hours per night six days race at Madison Square Garden.

September 20, Detroit, Mich.—Detroit Motorcycle Club's race meet at Michigan State fair grounds track.

September 26, Trenton, N. J.—Race meet at State armory.

September 28-October 3, Trenton, N. J.—Six days race, State armory.

October 4, Grant City, Staten Island—New Jersey division of the Century Road Club of America's carnival of sports.

October 4, St. Louis, Mo.—St. Louis Cycling Club's annual closed club handicap race.

October 10, Philadelphia, Pa.—Quaker City Motorcycle Club's Founders' week race meet, Point Breeze track.

[Advertisements of race meets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

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Century Road Club of America

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TEAMING AGAINST THE "ROCKET"

Big Combine Beats Clarke at Newark Sunday Meet—Ben Hill Makes Short Work of Pursuit Race.

When on Sunday last, 6th inst., John M. Chapman, the new manager of the Newark Velodrome, had it announced that hereafter there would be no teaming in open races, a majority of the vast crowd of spectators cheered lustily; others thought the news too good to be true. The latter were correct, for there was even more flagrant violation of the rule against teaming at the Wednesday meet at the Newark Velodrome of September 9th than there has been at any other meet. So far as the casual observer was able to determine there were either four or five riders in a combination to help National Champion Kramer defeat A. J. Clarke, the Australian champion, who administered a beating to the former when he had no team mate on the previous Sunday. The combination was able to turn the trick on the little "Rocket," for they beat him in the open and gave him a bad fall in the handicap.

The open race was the one in which a great battle between Kramer and Clarke was looked for. It was at one mile and took four trials and one final to decide. Vanoni made a pretty jump in the first heat and beat Root by "miles" and in the second heat Clarke had no trouble in winning from Anderson. Little Mitten, the Iowa champion, made a good ride, but was just shut out. Floyd Krebs and John Bedell got in the fourth heat in which Bardgett foolishly allowed himself to get pocketed by King. Kramer and Billington were the other qualifiers. The line up in the final heat from the pole out, was Clarke, Kramer, Vanoni, Anderson, Root, Billington, John Bedell and Krebs. In the very first lap, John Bedell, who appeared in the combination with Kramer, made a jump and a feint runaway, but it was evident that he was just trying to worry Clarke. Anderson had Kramer in tow at the half mile, with Clarke behind Kramer, and John Bedell on the outside, and the next lap Bedell made another feint sprint, but slowed in time to allow Anderson to go out at the bell, pulling Kramer. The Dane certainly did do donkey work and he carried Kramer around at a great rate. Clarke did not make his bid until it was too late, and Kramer won by a half wheel, with Clarke second and Anderson third. Although Clarke beat Anderson easily for second place, two very incompetent judges inferred that Anderson was second. The four judges finally compromised by calling it a dead heat for second place. Vanoni cleverly pulled out of the ruck and came in for fourth money.

With Kramer and Clarke both on scratch in the three miles handicap the crowd looked to the little Australian to retrieve himself in this, but Clarke was doomed to misfortune. It looked as though Kramer, Root, Bardgett and Anderson, were all in a combination against Clarke. This supposition was further strengthened when Bardgett helped pull Kramer up and then sat up after riding a mile and when Root came down on Clarke in the 10th lap through no apparent cause, at the same time that Kramer swung up. Kramer's rear wheel pulled Clarke's front wheel from under him and the Australian got a bad fall. The race was robbed of a great deal of its interest after this. In the bell lap Anderson went out, pulling Kramer, while Root stayed behind to protect his rear wheel. Kramer won with Anderson second, while John Bedell came around on the outside and got third. Root finished fourth, and Vanoni fifth.

Ben Hill got the biggest cheer of the evening when after riding one mile and five laps he tagged Tommy Smith and put an end to the invitation professional pursuit. Hill overhauled and passed King in the first mile, and Guery was put out in the next lap. Haug was the next to be called off; he was scored by Smith. After that it was hard plugging for a couple of laps until Hill finally overhauled and outsprinted Smith.

The half mile handicap for amateurs was a hard race from start to finish. National Champion Stein was the only scratch man to qualify, Hill and Cameron being shut out in their heats after making plucky efforts to cut down the distance of the long markers. The final heat was fast and although Stein made a hard ride he could not get up before the finish. The final went to Joseph Passenger, of Newark, with 70 yards. Walter Schlee was second, and Maurice Vanden Dries finished third. Time, 0:56⅗.

With 27 starters the five miles open for amateurs with a half-dollar's worth of merchandise to the leader of each lap, resulted in a pretty sight as the "simon pures" battled for laps. Zanes led at the bell, with Cameron second and Hill third. Cameron unwound a sprint, but Hill challenged on the backstretch and for the length of it they rode neck and neck. Hill passed in the turn and gained with every revolution from there to the tape, winning out by two lengths. Cameron beat Mackay by half a length for second place with Drobach some distance behind.

The summaries:

One-half mile handicap, amateur—Won by Joseph Passenger, Newark (70); second, Walter Schlee, N. J. Naval Reserves (45); third, Maurice Vanden Dries, Lakerim A. C. (35). Time, 0:56⅗.

One mile professional—Won by Frank L. Kramer, East Orange; second, dead heat between A. J. Clarke, Australia, and Norman M. Anderson, Denmark; fourth, Chas. Vanoni, Italy. Time, 2:32.

Unlimited pursuit invitation, professional—Won by Ben Hill, Newark; second, Thomas Smith, Newark. Time, 4:02. Distance, 1 mile 5 laps.

Three miles handicap, professional—Won by Frank L. Kramer, East Orange; second, N. M. Anderson, Denmark; third, John Bedell, Newark; fourth, E. F. Root, Boston; fifth, Charles Vanoni, Italy. Time, 6:10. Lap prize winners, Hill 6, Guery 3, Williams 2, Ashurst 4, and Rupprecht 1.

Five miles open, amateur—Won by Fred Hill, Armory A. A.; second, George Cameron, Irish-American A. C.; third, Dave Mackay, Newark; fourth, Hugh McPartland, Boston; fifth, Maurice Vanden Dries, Lakerim A. C. Time, 11:05⅕.

Rhodes Wins Despite a Fall.

Johnstown, N. Y., was another city to go in for motorcycle races on Labor Day, in connection with the Fulton County Fair. A feature of the meet was the victory of A. B. Rhodes in the five miles single cylinder event, on a 3½ horsepower Indian. Rhodes had a bad fall while going at a dizzy clip, but picked himself up and started again. By plucky work, he not only regained the half mile he lost, but won out in 7:20¼. Owing to a "misunderstanding, Achtet and Everson compromised and agreed to split second and third prizes between them, which suggests that the prizes were cash. Fay Smith, Perry Claus, and J. R. Vosburg, also "mixed it up" in spills in this race, the former being kicked off his mount by a horse which had been led across the track by some bright person. The other event, ten miles, was captured by Fay Smith on a 3½ horsepower Indian. He beat out a field of eight starters, including two double cylinder machines in 14.20¼. A. B. Rhodes and Perry Claus (Indian) got second and third places.

Big Fields at Meet in Washington.

Bennings track, Washington, D. C., where the ponies frequently kick up the dust, saw three motorcycle events decided on September 7, in connection with the Central Labor Union's holiday card. Big fields were the rule, 13 starters lining up for the 10 miles curtain raiser, which was gathered in by M. Mangold (Indian), in 13:34. W. B. Genella, Jr., (Merkel), was a close second. Mangold repeated his performance in the 15 miles handicap. With a handicap of 20 seconds, he set out and cut down the whole field of 18 starters and finished with lots to spare. D. E. Knight (R-S) was second. George W. Beal (Thor) captured the 25 miles grind, managing to trim no less than 15 others in the contest, Malcolm Gettinger on an Indian getting second.

Dates for "Wheel About the Hub."

The time-honored institution of the Boston Bicycle Club—the Wheel About the Hub—has been called for September 11, 12, and 13, the start, as usual, being from Roxbury, Mass., from the same spot where the first run began 30 years ago. The old route will be followed and the old songs and observances be as faithfully adhered to.

FERGUSON FIRST IN DENVER RACE

Thrown in First Lap Young Motorcyclist Makes Plucky 59 Miles Ride—Confusion at the Finish.

As a curtain raiser for the Denver Motor Club's Labor Day automobile race, one of the very few long distance motorcycle road races that have occurred in this country, was run on that holiday. It was won by C. E. Ferguson, an 18-year-old youngster riding a 2¾ horsepower Apache, a locally assembled machine using a Thor motor.

He covered 59 miles over a 14½ miles course in 1 hour 28 minutes 25 seconds, starting with a handicap of 8 minutes 30 seconds. He was thrown in the very first lap by a bad skid, in which he was painfully bruised and crushed a thumb, but he gamely remounted and won handily.

Second place and time prize was captured by George Michael (Indian), who started with a handicap of 4 minutes 45 seconds. A. W. Stratton on an Excelsior was third. The scorers failed to catch the official time of those following the third man, owing to confusion at the finish and to the fact that several of the contestants had lost their numbers.

Harold Boot started 12 minutes 30 seconds ahead of Burch Gaskin (Indian), the scratch man, and the balance of the field of eleven entries was strung out between these two in a long procession. Soon after the pistol cracked Ferguson began to gain on the long markers and he would have made even a better performance had he not been held up three minutes on the third lap by a 56 car freight train. In the meantime, George Michael and Stratton hit it up "with gongs attached," and although Michael could not catch Ferguson he ran into second place and made the fastest time.

One bad accident occurred during the race, at Hazeltine, when E. W. Armstrong (Excelsior) on his second lap was sent flying over his handle bars by a piece of wire which caught in the wheels and ripped out nearly all of the spokes, necessitating his withdrawal. He was thrown fully 25 feet and badly bruised. C. M. Clark also had to quit after being given a hard toss from his N. S. U.

Those who faced the starter and the order of their start and their handicaps were as follows:

Harold Boot, 2¼ Torpedo, 12:30; Carlo Aleshire, 1¾ Indian, 9:45; C. E. Ferguson, 2¾ Apache, 8:30; A. W. Stratton, 3¼ Excelsior, 8:15; E. W. Armstrong, 3¼ Excelsior, 7:11; George Michael, 2½ Indian, 4:45; A. S. Margason, 5 Apache, 2:55; Clyde Hanna 5½ N. S. U., 1:55; C. M. Clark, 6 N. S. U., 1:45; Burch Glaskin, 5 Indian, scratch.

The course was in fair condition only, deep sand in spots caused frequent slowups and several spills. Railroad trains which crossed the path also retarded the speed.



TYPICAL VIEW AT THE START



ARMSTRONG SURVEYING HIS DAMAGED MACHINE



GEORGE MICHAEL MAKING FASTEST TIME



SKIDDING ON A BAD TURN

CLARKE GETS KRAMER WORRIED

Australian Warmly Welcomed on Reappearance in New York—Hoots and Hisses Greet Teaming.

It has been said that a Vailsburg crowd is the wisest aggregation of bicycle "fans" that can be gotten together. It may be so, but if the Vailsburg crowd "has anything on" the crowd of 3,000 spectators that hissed Kramer and Fogler and cheered A. J. Clarke in Madison Square Garden last Saturday night, 5th inst., they certainly know the racing game from A to Z and backwards. It was the young Australian's first appearance in competition in the East since the six day race two years ago, and he certainly showed in an unmistakable manner that the reports concerning his speediness that have come from Salt Lake City, where Clarke has been breaking world's records all season, are in no wise exaggerated.

Although "Rocket" Clarke had been in New York City only two days and had only one workout on the ten lap Garden saucer, he made Kramer sweat blood in the five miles open, despite the fact that the East Orangeman had the able assistance of Joe Fogler, while Clarke rode on his own merits. That Kramer was shy of the Australian was evidenced in the mile handicap, when the champion refused to set any pace. The crowd was quick to note the fine points and hissed Kramer in the mile open, while Clarke was cheered for fully five minutes. The teaming of Kramer and Fogler in the open race was a flagrant violation of the rules, of which the referee failed to take cognizance, although the crowd was quick to note it and hiss accordingly. On the whole the meet was as exciting as any that have been held in the Garden this season.

The chief amateur event was the quarter mile championship, but because of foul riding in the final heat, which spilled two men, the race was robbed of some of its interest. Charles Stein, of the Irish-American A. C., who has won enough points to make the title his own; J. A. Stafko, Adam Beyerman, and Jerome Steinert, qualified for the first semi-final heat. Stein was the quickest starter and kept in front all the way, leading Steinert across the tape by two lengths. The second semi-final heat put Cameron and Zanes into the final. Stein got to the front in the final heat when Zanes was apparently switched slightly by Cameron. The former rode high on the bank, then jumped and dropped down on Stein. He cut in too soon and Stein was thrown heavily, bringing Cameron down with him. Zanes finished amid hisses, with Steinert second. Cameron picked himself up and pluckily rode around and finished. Stein protested but the referee did not disqualify Zanes, and the crowd hooted so long that an announcement of the finish could not be heard above the din.

The spectacular riding of Fred Hill, of Boston, and Frank Eifler, of the Century Road Club Association, were the features of the ten miles open. Eifler tried to gain a lap on the field in the second mile and would have succeeded, but for the intervention of Hill, who pulled the tired bunch up to the flying Brooklynite. George Cameron executed a lofty tumble on the homestretch of the third mile and had to be carried off the track, his right leg being badly wrenched. Two laps from the finish, Hill began a terrific sprint which he maintained until the gun, winning from Goerke by a quarter of a stretch, with Eifler third and Beyerman fourth. Clarence Carman got the



A. J. CLARKE, HELD UP BY McFARLAND

prize for leading the greatest number of laps, and the mile prizes went to Mackay, who got four; Carman, who pulled down four, and Cameron, Eifler and Hill, with one each.

The crowd saw that there was going to be blood between the Kramer-Fogler combine and Clarke, when the mile handicap, in three heats and a final, was called. Kramer qualified in the first heat and the second heat had Clarke on scratch and Fogler on 15 yards. Fogler tried to run away from the Australian, so that the latter could not qualify and get in the final heat with Kramer, but Clarke showed that he could give Fogler a lap in a mile and then run away from him. Much to Fogler's chagrin he was shut out, while Clarke qualified.

With Kramer and Clarke both on scratch in the final heat, an interesting battle was looked for, but Kramer appeared fearful and though he took his turn at pacing, he apparently slowed so that Clarke would not have a chance to get up with the long markers. After three or four laps the pair were lapped and the crowd hooted Kramer and booed him off the track while "Rocket" Clarke was given a rousing hand.

Charles Vanoni, the Italian rider, made a brilliant ride, and the way he ran away from the field in the last two laps, shows that he evidently is regaining his old time speed. Vanoni won by a half dozen lengths sitting up and looking around. The crowd thoroughly appreciated his pretty ride. There was quite a scramble for second place between Menus Bedell, who has just returned from Europe, Saxon Williams and Walter Bardgett. Bedell got the money by a good sprint with Williams third.

With a big field of 22 starters, special mile prizes and a meal ticket to the leader of the most laps, the five miles open for professionals was one of the prettiest sights imaginable. Previous to the race John M. Chapman, manager of the Saltair track at Salt Lake City, who is East looking after the interests of Clarke and Mayer, the German champion, asked Referee Kelsey if team work was to be allowed. He was assured that it would not, and Clarke started with the bunch.

Johnny King made the running for a half mile and then retired, giving Sherwood a chance to set the pace for four laps. Vanoni headed the procession at the bell for the mile and got the prize although Anderson tried to wrest it from him. Anderson kept on going after the mile sprint, but was prevented from gaining a lap by Fogler. In the sprint half a dozen of the minor sprinters were lapped and retired. Anderson determined to get the prize for the second mile and in this he was successful. A few laps later Saxon Williams made a flash sprint, but Bardgett and Clarke put a crimp in his lap stealing aspirations. Anderson wanted the third mile prize, but was challenged by Bardgett, and neck and neck the Buffalonian and Dane fought it out for a lap. Anderson tried to get the fourth mile also but he was again beaten decisively by Bardgett.

A general shift for positions came with the beginning of the last mile and in the mixup Wiley and Rupprecht collided. Clarke had been riding a very heady race all the while. He soon realized that Fogler was in the race to pull Kramer, and therefore stuck to Kramer's wheel, although several riders tried to "butt' him off. The popular little Australian refused to be intimidated and stuck to the position. Clarke's surmise was correct, for at a half mile to go Fogler began to unwind and brought Kramer to the front. Clarke was on his rear wheel and John Bedell trailed the Australian.

Fogler turned Kramer loose two laps from the finish and then began a superb battle between him and Clarke. The Australain gained steadily and very likely would have beaten Kramer if the latter had not finished half way up the track, thereby making Clarke ride high on the outside. Kramer got the decision by a few inches, but a yard over the tape Clarke was more than a foot ahead, showing that his last sprint was much faster than Kramer's.

Clarke did not kick over Kramer's riding a trifle wide at the finish, and the burst of applause that followed the great finish was all for the speedy little visitor from the Antipodes.

E. F. Root won the paced race against George Wiley after several disappointing interruptions. Iver Lawson, former world's champion, and Henri Mayer, the champion of Germany, sat in boxes by the trackside. Lawson was introduced and bowed to the plaudits of the crowd.

The summaries:

One-half mile novice—Won by J. Schuester, C. R. C. A.; second, George Portolino, New York. Time, 1:07⅕.

One-quarter mile National Cycling Association championship—Won by James Zanes, National Turn Verein Wheelmen; second, Jerome Steinert, Hicksville A. C.; third, George Cameron, Irish-American A. C. Time, 0:30⅗. Stein and Cameron fell.

One mile handicap, professional—Won by Charles Vanoni, Italy (80); second, Menus Bedell, Newark (20); third, Saxon Williams, Buffalo (80); fourth, Walter Bardgett, Buffalo (303). Time, 1:53⅕.

Ten miles open, amateur—Won by Fred Hill, Armory A. A.; second, Oscar Goerke, National A. C.; third, Frank Eifler, C. R. C. A.; fourth, Adam Beyerman, New York. Time, 23:37⅖. Mile prize winners, Mackay 4, Carmen 3, Cameron, Hill and Eifler 1 each. Lap prize winner, Clarence Carman, 27 laps.

Five miles open, professional—Won by Frank L. Kramer, East Orange; second, A. J. Clarke, Australia; third, John Bedell, Newark; fourth, Floyd Krebs, Newark. Time, 10:53⅖. Mile prize winners, Bardgett 2, Vanoni 1, Anderson 1. Lap prize winner, Anderson, 18 laps.

Five miles motor paced match—Won by E. F. Root, Boston; second, George Wiley, Syracuse. Time, 8:28.

Prince Gets a Trenton Armory.

Jack Prince, who built the Newark Velodrome, the Clifton Stadium and some score of other tracks, has been bitten by the saucer track bug again. Prince has half a dozen schemes on his cuffs, one of which he allowed the Bicycling World man to see this week. He has secured the big State armory at Trenton, N. J., and will start building a ten lap track there. Prince and Eck plan to open on Saturday night, 26th inst., with a card of sprint races, and hold a so-many-hours-a-night six day race the week following, the dates being September 28 to October 3, inclusive. Among the several Eck-Prince plans, is one for a wide four lap motorcycle track; they have several sites in view.

Bryant Wins at Junior Olympia.

Keivel Bryant won the half mile bicycle race that was accorded a place on the program of the Junior Olympia of Athletics held at the horse show grounds at Manassas, Va., on September 9th. Aylett Clarke was second and the time, 1:08⅖.

WEST WANTS F. A. M. 1909 MEET

If It is Obtained, Chicago to Denver May be Route of Touring Contest—Winners Receive Trophy.

The West wants the F. A. M. national meet of 1909, and to-night will make the first move toward obtaining it. As the meet has been held in the East for six successive years the westerners rightly believe it is time that the function came their way.

Discussion of the subject is, however, but a comparatively minor detail of what will be done to-night; for the meeting in



THE EXAMINER TROPHY

Chicago at which it will be brought up has been called by Vice-President Ball, who is president ex-officio of the F. A. M. Western District, to perform the important work of properly organizing that district as required by the revised constitution and by-laws of the F. A. M., which stipulate that each district shall hold meetings, adopt rules and regulations and elect a secretary and a treasurer. The Western District will be the first to comply with these requirements. Vice-President Ball means that the West shall take its proper place in F. A. M. affairs. After the District is organized, he means to appoint a full corps of committees and State Commissioners and generally to make his District a working arm of the national body instead of a merely complimentary one.

The date selected by Vice-President Ball and Secretary Alofsin for the first annual meeting comes two days before the endurance contest of the Chicago Motorcycle Club, which is scheduled for September 14-15. It is figured that the meeting being held practically in conjunction with the endurance run will attract a number who otherwise might not attend. The sessions will be held at the clubrooms of the Chicago club and a general hurrah time is planned.

If the West secures the F. A. M. meet of 1909, it is not improbable that the route of the Western District's touring contest for the Examiner trophy will be from Chicago to Denver and return. I. F. Alofsin, who as tourmaster conducted this year's New York-Chicago contest, favors the Denver route, as do several others, although opinion is by no means unanimous. Vice-President Ball, for instance, favors hub and spoke routes, with Chicago as the hub.

The Examiner cup, which is shown by the accompanying illustration, has been completed and delivered to the Hendee branch in Chicago, where it now is on exhibition. Later it will be shipped to the Hendee factory, as the victory of the Indian team in the New York-Chicago tour in July last, entitles the Indian people to possession of the trophy for one year. The cup, which is of solid silver, is by far the most elaborate and most valuable that ever has been offered for motorcycle competition.

New Manager for Newark Velodrome.

The Newark Velodrome, which has been worrying along all summer with half a dozen managers, now has one man in charge of the meets. John M. Chapman assumed charge on Wednesday night last and the result was apparent. With 1½ days' notice he put on the best card of races that have been held there this season and drew the largest night crowd that has yet favored the track with its patronage. Chapman is one of the most successful managers in the racing game, and much of his success is attributed to the fact that as he rose from the ranks of riders, he knows how to get along with the men riding on his tracks. With his able hands on the reins it is expected that some exceptionally fine racing will be seen at the Newark Velodrome before cold weather sets in. The principal event on the card to-morrow (Sunday) is the national professional championship at one mile, and a battle royal between Kramer and the other cracks is looked for.

Walthour Three Times Winner at Brussels.

Robert J. Walthour was a three times winner at Brussels on August 30th. The reunion was held at Karreveld the principal event being the Grand Prix of Brussels. In the first heat, at 20 kilometres, the American defeated Samson by 30 yards, with Huybrechts third, Willy Mauss fourth and and Deleu fifth. Walthour was again victorious in the second heat, 30 kilometres, with Maus second, Huybrechts third, and Samson fourth. The American was also victorious in the third heat, 50 kilometres, the order of finish being the same as in the preceding heat.

CLARKE BEATS KRAMER WITH EASE

Newark Idol, Unteamed, Loses—Surprises in Four Cornered Match—Big Crowd at Labor Day Meet.

Cheered by one of the biggest crowds of the season, A. J. "Rocket" Clarke, the Australian crack, decisively defeated America's champion, Frank L. Kramer, when they came together in what was styled the one mile invitation repechage handicap at the Newark Velodrome on Labor Day afternoon, 7th inst. Kramer had no one teamed with him and the victory came rather easily for young Clarke. A crowd of nearly 8,000 spectators cheered Clarke for several minutes after the decision was announced.

The heats of the race in which Kramer and Clarke came together were rather disappointing as several of them were won by default. Originally the promoters had Kramer and Clarke both on scratch, which would have necessitated a match to determine who would qualify for the final. Kramer balked at this arrangement, and Clarke then was moved up on 25 yards to ride against Joe Fogler. Fogler also kicked and would not ride, so that Clarke and Kramer, together with Canfield and Carni, got into the final heat without riding in the trials.

In the final heat, one mile, Canfield from the limit mark of 160 yards, led for one lap and then Sherwood got into the running. The half mile saw Billington in the lead with Mitten second and Ashurst next. The fourth lap was a repetition of the third and Mitten led at the bell, with Clarke on. In the meantime Vanoni had given both Clarke and Kramer a friendly pull. Clarke went out with Kramer on his rear wheel and he did not appear to exert himself to any great extent to keep Kramer from coming around. He looked around in the stretch twice and this slowed him just enough to enable Kramer to come up on the outside. It was a good finish, however, with Clarke in the lead by at least a half foot.

After the races Clarke was regarded as a hero by apparently all the small boys in Newark. They stood around his training cabin about two hundred strong until the eyesore of their eyes emerged in civilian's clothes. Then they cheered and followed Clarke down the street. It was so unusual an occurrence for the champion to get defeated in his own town that the event was worth making a great fuss about.

Several surprises developed in the four-cornered match sprint in which Iver Lawson rode the first heat against N. M. Anderson, and Walter Bardgett the second heat against Floyd Krebs. Although Lawson has had the biggest handicap on hand luck to carry around this summer it was thought that he would easily outpoint the Dane in generalship. All the heats were on the French style, that is, jockeying until the last jump and sprint. Just before the bell Anderson caught Lawson sleeping on the turn into the stretch. There was a streak and the Dane flew around the track for the last lap, leading the former world's champion by a half dozen lengths. Lawson tried hard to go but he didn't have a chance. There was more jockeying in the Krebs-Bardgett heat, as both riders are well versed in all the fine tactics of the game. The "Flying Dutchman" made Bardgett lead for the first lap, but by a quick run up the bank and a cleverly executed balance the Buffalonian forced Krebs into the lead. There was no quick jump as in the other heat, but a steady unwind and all out sprint for the finish. From a spectacular point it was the best heat as Bardgett made a herculean effort to pass, but he could never get further than Krebs's crank hanger. In the final heat Anderson and Krebs came together and although the Dane made Krebs take the lead and tried to jump him, the "Flying Dutchman" was equal to the emergency and won easily. Although Krebs rode somewhat wide on the turns, to Anderson's disadvantage, the Dane is a forgiving, likeable sort of chap, and when he put his hand out and Krebs and he rode around once holding hands, the crowd whooped and "hollered" for both the riders. In the runoff for third money Bardgett jumped Lawson while coming into the second lap and gained a lead of two lengths. It looked easy for Bardgett after that, but Lawson, who has a finishing sprint not equalled by any rider except Poulain, came up in the homestretch and very prettily beat Bardgett by little more than a foot.

Vanoni, the Italian rider, who seems to be improving as time goes on, made a pretty race of the half mile consolation as did Williams and Mitten. They were all bunched at the finish, crossing the tape in the order named.

There was a peculiar decision by the referee in the half mile repechage handicap for amateurs. Hill was the only scratch man on the program and therefore he qualified without riding. Stein showed up and made a post entry. He was willing to ride against Hill to see which one should qualify for the final heat, but the referee said both could qualify without riding. Some of the other riders made a kick and the referee reversed his decision and kept Stein out of the final. Fred Hill had little difficulty in winning the five mile open, but there was a close finish between Mackay and Stein for second place, the former winning out by inches. Just after the tape was crossed Mackay ran up on Stein, but the latter would not give way and the Newarker tumbled down the track. Clarence Carman won the lap prize, leading the procession 16 times.

The summary:

One-half mile repechage handicap, amateur—Won by Charles Franks, Brooklyn (25); second, Michael Ferrari, Newark (60); third, Frank Leon, New York (65); fourth, Clarence Carman, Jamaica (40). Time, 0:54⅘.

Four cornered match, professional, half mile heats—First heat won by N. M. Anderson, Denmark; second, Iver Lawson, Salt Lake City. Time, 1:46⅘. Second heat won by Floyd Krebs, Newark, second, Walter A. Bardgett, Buffalo. Time, 3:04⅘. Final heat for first place won by Floyd Krebs; second, Anderson. Time, 4:09⅘. Second final heat for third place won by Iver Lawson; second, Bardgett. Time, 2:23⅗.

One mile repechage handicap, professional—Won by A. J. Clarke, Australia (25); second, Frank L. Kramer, East Orange (scratch); third, Alfred Ashurst, Newark (75); fourth, Thomas Smith, Newark (150). Time, 1:55⅖.

Five miles open, amateur—Won by Fred Hill, Armory A. A.; second, Dave Mackay, Newark; third, Charles Stein, Irish-American A. C.; Time 11:29⅕. Lap prize winner—Clarence Carman, Jamaica, 16 laps.

One-half mile consolation, professional—Won by Charles Vanoni, Italy; second, Saxon Williams, Salt Lake City; third, Worth L. Mitten, Davenport, Iowa; fourth, Edward Rupprecht, Newark. Time, 1:04.

One-half mile consolation, amateur—Won by Adam Beyerman, New York City; second, Ernest Jokus, Newark; third, Jacob Magin, Newark. Time, 1:05⅕.

McFarland and Downing Arrive East.

Floyd A. McFarland and Hardy King Downing, two of the best bicycle riders that California has produced, arrived in New York City last night (Friday), prepared to cut a figure in the national championship races that yet remain to be run. McFarland and Downing are like wine—they seem to improve with age. Other riders of tenderer age than this pair of Golden Gate State nuggets have long since joined the fireside colony, but McFarland and Downing seem to ride better each year. Both McFarland and Downing rode better this season at Salt Lake City than ever before in their careers and they think the fans will take notice when they mix it up with the eastern champions.

Dewey Nearly the Whole Show at Lincoln.

In the motorcycle races held at Lincoln, Neb., on Labor Day, W. E. Dewey won the five miles, single cylinder, the one mile chain-driven event, and the five miles pursuit race. He also finished second in the three miles single cylinder and in the one mile trials for track record. Fletcher won the latter event, covering the mile in 1:25 and also won the three miles single cylinder. He was second in the one mile for belt-driven machines, and the five miles single cylinder. Harry Duval captured the mile for belt-driven machines, and Diamond was first across the tape in the match race with Fletcher.

NEW ROAD RECORD AT PLAINFIELD

Peer Sets Mark for Third of Mile—Hook Captures City Championship and Bush Wins the Handicap.

Plainfield, N. J., riders had their second inning of bicycle racing this season on Labor Day, 7th inst., when four races drew out 54 riders and a crowd of spectators, numbering about 2,000. The events were held on the Park avenue course, the finish being near the horse track. This fact nearly spoiled the finish of the ten miles road race as the finish came just as the crowd was pouring out of the horse racing grounds. The officials and officers had a hard time in keeping a path clear for the finishers. The meet was promoted by the Plainfield Cycling Club.

As the three short distance races were run in heats the events were interesting. In the one-third mile open John Todd of Plainfield and John Eberle, of the National Turn Verein Wheelmen, qualified in this order, Courtney Peer and R. L. Guthridge getting the call in the second heat. The third heat went to Edward Heer, who won the Irvington-Millburn road race two years ago, with Henry Surman, of Elizabeth, second. Charles Nerent of New York was shut out in the first heat. The final proved a surprise as Peer defeated Surman, the mile champion of Union county, by a half length with Todd close up for third. The time, 40⅗ seconds, establishes a road record for one-third mile.

The mile race was for the city championship and allowed only Plainfield riders to compete. George Adams, Raymond Mantz, Ike Hoffman, Joseph Todd, Harry Hock and Robert Guthridge qualified in the two trial heats. The final went to Hook, with Mantz second, and Guthridge third.

The boys' race—for youngsters between 10 and 14 years of age—drew so many starters that it was divided into two trial heats and a final, the sifting out process bringing Richard Scott, Elias Hummel, Alfred Charles, W. McNee, Elmer Barrett, Willie Simon, J. H. Lewis and Augustus Peterson together for the final heat. Richard Scott showed his tendency to be a future champion by beating Lewis in a gruelling sprint.

With a good course and several fast men on scratch it was expected that the road record of 23:53 would be broken in the 10 miles handicap road race, but two of the honor-markers were put out of the running—Heer, with a broken chain, and Surman by a puncture two miles from the finish. This left Courtney Peer to sprint with Charles Nerent, and the former won the sprint by a length in 26 minutes. The race was won by H. Bush, of Plainfield, who had a handicap of four minutes, while J. Neal, and E. Killoran, both from the same mark, were respectively second and third. Plainfield riders gobbled up the first six place prizes. There were a number of falls, among the sufferers being Adams, Todd, Suthers, Simon and Mantz. The first place prize was a Pierce bicycle, with a Crawford bicycle for first time prize. The prizes in the one-third mile race were a gold watch, ring and scarf pin, while the champions in the mile event got medals. The summaries follow:

One-third mile open—First heat won by Joseph Todd, Plainfield; second, John Eberle, National T. V. W. Time, 0:41⅗. Second heat won by Courtney Pee, National T. V. W.; second, Robert L. Gustridge, Plainfield. Time, 0:41⅗. Third heat won by Edward Heer, National T. V. W.; second, Henry Surman, Elizabeth. Time, 0:48⅗. Final heat won by Peer; second, Surman; third, Todd. Time, 0:40⅗ (road record).

One mile championship city of Plainfield—First heat won by George Adams; second, Raymond Mantz; third, Iké Huffman. Time, 2:08. Second heat won by J. Todd; second, Harry Hook; third, R. L. Guthridge. Time, 2:08⅗. Final heat won by Hook; second, Mantz; third, Guthridge. Time, 2:07.

One mile boys' race—First heat won by Richard Scott; second, Elias Hummell; third, Alfred Charles; fourth, W. McNee. Time, 2:56⅗. Second heat won by Elmer Barrett; second, Willie Simon; third, J. H. Lewis; fourth, Augustus Peterson. Time, 2:58⅕. Final heat won by Scott;; second, Lewis; third, Simon. Time, 2:52.

Ten miles handicap:

		Hdcp. Min.	Time. M. S.
1	H. Bush, Plainfield	4	28:25
2	J. Neal, Plainfield	4	28:30
3	E. Killoran, Plainfield	4	28:45
4	Joe Todd, Plainfield	2	27:29
5	G. Adams, Plainfield	2	27:30
6	R. Mantz, Plainfield	2	27:32
7	G. Lazzi, Unionville	2	27:34
8	E. C. Petty, Trenton	2	27:37
9	P. Simmons, Plainfield	2	27:39
10	J. J. Huse, Newark	2	27:41
11	J. Eberle, Newark	2	27:42
12	R. Andres, Newark	2	27:43
13	I. Huffman, Plainfield	3	28:45
14	G. Corrin, Paterson	2	27:50
15	C. Peer, N. T. V. W.	scratch	26:00
16	C. Nerent, New York	scratch	26:00⅗
17	W. Cabbell, Plainfield	3	29:05
18	G. Simon, Plainfield	3	29:08
19	J. Crawell, Plainfield	2	30:03
20	T. Powell, Plainfield	3	31:09

Record Breaking Day at Los Angeles.

According to brief dispatches from Los Angeles, the American hour record has at last been put above 50 miles. At the meet of the Los Angeles Motorcycle Club held on Wednesday, 9th inst., it is stated that J. Howard Schafer covered 56 miles in the hour. Records began to fall at 10 miles, Raymond Seymour leading from that point to 22 miles, when Schafer assumed the lead. P. J. C. Derkum broke the record for one-quarter mile by covering the distance in 13 seconds, one-fifth of a second faster than Derosier's record, recently established. Derkum's brother, John, it is stated, was perhaps fatally injured earlier in the day.

PROGRAM FOR SIX DAYS RACING

Probable Teams for Modified Contest at Madison Square Garden—Stein and Cameron Matched.

On Monday night next, 14th inst., at 9.30 o'clock will start a modified six days' professional bicycle race in Madison Square Garden. It will be just like the big six day race that is held every December except that the riders will go only two hours each night. With 14 or 15 picked teams the race should prove by far more exciting than the long continued grind that draws thousands of people to the Garden every winter.

With only two hours' of riding each night the contest will not resolve itself into a wearisome grind as in the continuous 142 hours affair and it is expected that frequent attempts to steal laps will be made. As there will be a special prize at the finish of each night the sprint will be well worth witnessing.

Each night before the big men get on for their two hours' ride the amateurs will have a chance to distinguish themselves. As an added attraction for Monday night a match between Charles Stein, the amateur champion, and George Cameron, one of the Olympic games representatives, has been billed.

Just who will start in the six days' race is something that the promoters do not know yet. McFarland and Downing are the only Salt Lake riders who had arrived in New York last night (Friday), but the others, including Samuelson, Hollister, DeMara, Palmer, Walker, and Devonovitch, are expected to-day. Anticipating their arrival the following teams have been arranged:

Floyd McFarland-Hardy Downing.
Henri Mayer-N. M. Anderson.
Walter De Mara-C. L. Hollister.
W. Pedlar Palmer-J. Gordon Walker.
John Bedell-Menus Bedell.
W. L. Mitten-Saxon Williams.
Floyd Krebs-Charles Vanoni.
C. A. Sherwood-Edward Rupprecht.
Elmer J. Collins-Pat F. Logan.
Iver Lawson-A. J. Clarke.
Walter A. Bardgett-W. E. Samuelson.
Frank L. Kramer-Joe Fogler.
George Wiley-James F. Moran.
Theodore Devonovitch-J. T. Halligan.

The date for the annual carnival of sports to be held by the New Jersey Division of the Century Road Club of American, at Grant City, S. I., has been changed from September 27 to Sunday, October 4. Among the events that are to be decided are a ten miles handicap, a one mile club championship, a two miles consolation, open to New Jersey members only, and a three miles handicap open.

SIX HOUR PACED RACE CUT SHORT

Lack of Spare Tires Shortens Event—MacLean and Logan Average More Than 30 Miles Per Hour.

For the first time in four years Boston's bicycle "fans" were favored with clear weather on Labor Day, and as a result a large crowd attended the six hours motor-paced team race that formed the "piece de resistance" at the Revere Beach saucer on that day, 7th inst. The event was won by American Champion Hugh MacLean and his partner, Patrick Henry Logan, the orator-rider, who covered 185 miles 3 laps. Elmer J. Collins, of Lynn, and E. F. Root, of Boston, were second, with 180 miles 3 laps, and the Bedell brothers—John and Menus—covered 173 miles in the 5½ hours of riding. The event should have gone six hours but the men used up all their spare tires, as punctures were frequent.

MacLean rode rings around his opponents, while Logan showed up well. Root and John Bedell made several bursts of speed but for hour after hour MacLean had a decided advantage. John Bedell had more than his share of motor trouble, while Menus, who recently returned from Europe, appeared to be slower than before he went abroad.

In the third hour there was some sensational riding by MacLean, Root, John Bedell and Logan. MacLean gained several laps on the field, while John Bedell put several laps on Collins, who was steadily growing weaker. When Root came on to replace Collins and Menus Bedell took his brother's place, there resulted a change in the score. Root gained some of the distance that Collins lost. In the hour's riding MacLean gained two miles and six laps with the crowd cheering him all the time.

In an intermission of one hour the amateurs battled in a 10 miles open. The race was won by A. S. LaMontague, with Tom Connolly second, and Hayes third.

When the team race was resumed Menus Bedell felt strong and fought Root. MacLean came around to pass Root, but the latter fought like a racehorse and after 15 minutes of hard going regained the lap.

The crowd was treated to a sight not down on the program in the fifth hour when the big two cylinder machine that was pacing John Bedell caught fire. Dennis Connolly, who was riding it at the time, shut off the power and coasted three laps with the flames encircling his leather encased legs. When it slowed down he jumped and the motor fell on its side in the grass, but immediately righted itself and started on a run across the infield. Within five feet of the track it toppled over and the flames were quickly extinguished. John Bedell had to ride unpaced for a while and lost about three miles.

MacLean and Root appeared to be riding stronger and faster as the race progressed and they made things lively in the closing half hour. John Bedell did some great riding in the last eight minutes, but got so strong that he ran into his pacing machine and fell, but without injury.

The summary:

Five and one-half hours motor paced team race, professional—Won by Hugh MacLean and P. F. Logan, 185 miles 3 laps; second, E. F. Root and Elmer J. Collins, 180 miles 3 laps; third, John Bedell and Menus Bedell, 173 miles.

Ten miles open, amateur—Won by A. S. La Montague; second, Tom Connolly; third, A. T. Hayes; fourth, W. H. Bussey. Time, 27:40⅗.

Plowed Sand in Motorcycle Races.

At a Labor Day motorcycle meet in Beloit, Wis., Harvey Bernard, of Chicago, and Oakley Fisher, of Milwaukee, carried off what honors there were. The races were held on about the worst apology for a track even seen, the sand being deep enough to make the events veritable plowing contests. It was so vile that after the events had been ridden, the riders refused to risk their lives, leaving five events unrun. The furrows were so soft and yielding that the dust would fly up eight or ten feet in the air every time a slight bump was encountered. After the first race, the course looked more like a sun dried plowed field than a track.

In the first race of ten miles for single cylinder motors, Bernard won in 16:05½, after some strenuous work on a 3½ horsepower Harley-Davidson, beating Fred Huyck of Chicago, on an Indian. Charles W. Van Sickle, of Chicago, on a motor of the same make, was third. Ray Comstock, Ralph Spaulding and Oakley Fisher, all dropped out before the finish on account of the execrable condition of the track.

Oakley Fisher won the five-miles race after some rough riding that ripped more gashes in the track. He covered the distnace in 8:43½. Comstock trailed in second and Carlos, of Chicago, third.

The contestants then refused to enter any more of the seven scheduled events and went on strike, having very few kind words for the management.

Tippecanoe Farmers See Motorcycle Race.

In addition to the splendidly cultured live stock and vegetables, trained pumpkins, cabbages, etc., at the Tippecanoe County Fair at Lafayette, Ind., on Labor Day, there was a motorcycle race that received considerable attention. After the judges had pronounced the cattle exhibits and other displays "remarkably high class," the fair wound up with a five miles race between Arthur Bauer, Roscoe Kenny and Andy Hoag. The two former were mounted on Harley-Davidson machines and Hoag on an Indian. Bauer ripped off the five miles in 7:37¼, winning easily, with Kenny second.

COLLINS WINS IN STRAIGHT HEATS

He Defeats MacLean Once More in Motor Paced Match Race—Two Lively Amateur Events at Revere.

Elmer J. Collins, the Lynn pace follower, took another whack at Champion Hugh MacLean, of Chelsea, in their match at the Revere Beach saucer track last Saturday night, 5th inst. Collins won the race in two straight heats, and although accidents marred the racing to some extent, it is believed that Collins surely would have won the first heat and had an excellent chance in the second anyway.

MacLean tried to catch Collins at the start in the first heat and had gained ten yards before the Lynn youngster got really moving. At two miles the pace was very fast and Collins had a shade the better of it. Five miles were covered in 7:03⅗, a record for the track for small machines, and an average of 1:24⅗ to the mile. Collins had increased his lead to a quarter of a lap when MacLean lost his pace and had to change wheels on account of a flat tire. In the seventh mile Collins was forced to change mounts. For the last three miles there was no appreciable change, Collins winning by three laps in the fast time of 16:14⅕.

MacLean's pacing machine skipped so many explosions in the second heat that his pacemaker was forced to make a change after drawing MacLean for a mile and a half. At that distance Collins led by a quarter of a lap. MacLean lost another half lap and the pair finished the race without change in 14:24⅕, Collins winning the heat and match.

Two good amateur events raised the curtain for the paced race. There was the liveliest kind of going in the mile handicap and the final heat brought together Tom Connolly on scratch, C. Hayes on 35 yards, A. S. LaMontague on 55, J. Farren with 75, A. Connor at 90, and J. Baretto on 150 yards. With his liberal handicap Baretto had no trouble in coming across the line as winner.

In the 10 miles open Tom Connolly made several ineffectual attempts to steal a lap, assisted by his brother, Cornelius. Tom won the race.

The summaries:

Ten miles motor paced match, professional, between Hugh MacLean, Chelsea, and Elmer J. Collins, Lynn—First heat won by Collins. Time, 16:14⅕. Second heat and match won by Collins. Time, 14:24⅕.

One mile handicap, amateur—Final heat won by Joseph Baretto (150 yards). Time not announced.

Ten miles open, amateur—Won by Tom Connolly; second, Cornelius Connolly; third, W. H. Bussey. Time, 27:24⅕. Mile prizes won by Bussey 3, T. Connolly 3, LaMontague, Panacy and Farren 1 each

"OUTLAWS" FIND CAUSE FOR JOY

Their "President" Reports "Diplomatic Triumph" Over F. A. M.—Racing that Swelled the Professional Ranks.

The National Association of Motorcyclists held his "annual meet" in and about Boston on Saturday, Sunday and Monday last, September 5-7. A road race, several track races, a "free banquet" and a business meeting of what he very properly styles his board of representatives, made up the program. The sport was not without incident, but it was at the "business meeting" that the most interesting proceedings occurred. It is stated that at least six "representatives" were present. The treasurer was not in evidence, but the secretary is employed at the "National Association's" factory, and he, of course, had to attend. The "president" also was in evidence, and it was he who reported a triumph of diplomacy that made the assembled multitude sit up straight. In brief, Mr. President reported that he had met the president of the Federation of American Motorcyclists and that the latter had surrendered. In fact, he did not say that he met the head of the F. A. M.; he said that the F. A. M. had sought him out in order to effect consolidation, and he had graciously consented to a conference with that end in view. At this conference, he stated that the president of the F. A. M. agreed that all "National Association" members should be given F. A. M. cards, badges, handbooks, etc., without cost; that all who had been expelled, or suspended, or professionalized would be restored, and that "the amateur and professional rules of the 'N. A. M' would not be violated in any way." In exchange, he, Mr. President, had agreed to give the F. A. M. its papers and stationary, and any small change remaining in the treasury. The report made every one feel very happy. True, the F. A. M. itself had only last year rejected overtures, but men and things have changed since then and there was now more room for hope. The "National Association" himself is known to have wearied of his bargain and the bills.

The terms of Mr. President's "diplomatic victory" already had been typewritten, and was ready for immediate adoption. They took the form of a volumnious set of whereases and resolves, which recited that the "principles of the F. A. M." having been changed to meet the ideas of the National Association—they really have not been changed at all—he no longer saw any use for his existence as an association. Being very careful to say that the president of the F. A. M. had begun the negotiations and had agreed to the conditions specified, the document said:

Whereas, a consolidation has for some time been desired by the unprejudiced membership of both organizations, to which end we are on record, as is evidenced by an official letter of our President, published in April, '07, and again in May, '07, at the request of a prominent F. A. M. member, a resolution was adopted by our board of directors authorizing the appointment of a committee to confer with a like committee of the F. A. M., and, recently by meeting in conference at the request of the president of the F. A. M.; and,

Whereas, Such conferences have resulted in an agreement upon a basis upon which this consolidation can be effected as follows:

1st. That all members of the National Association of Motorcyclists be given full membership privileges of the Federation of American Motorcyclists, until the date of the expiration of the present N. A. M. cards.

2d. That no one because of membership or actions in conjunction with the National Association of Motorcyclists' matters be subject to any ban, suspension or other penalty because of such.

3d. That the amateur and professional rules of the N. A. M. be not violated in any way.

4th. That all funds, property, papers, records, etc., of the N. A. M. revert to and become the property of the F. A.M.

5th. That these conditions must be ratified by the executive committee of the F. A. M. before same can be effective; and

Whereas, such consolidation will unquestionably obtain for the sport of motorcycling a more truly broad, uniform and thoroughly representative organic control, to the end that all true devotees of the sport can consistently obtain and retain membership therein, and to the end that the best interests of the sport will thus be the more properly served; therefore, be it

Resolved, That the board of directors are hereby authorized to consumate such consolidation if the conditions agreed upon in the conferences of the President of the F. A. M. and president of the N. A. M. are ratified by the executive committee of the Federation of American Motorcyclists within 30 days from the date; and be it further

Resolved, That this meeting of the board of representatives of the National Association of Motorcyclists now adjourn to meet in New York City on October 16th, 1908, for the purpose of transacting the annual business of our 1908 session, and receiving the report of the board of directors on the proposed consolidation.

The "business meeting" then adjourned.

President Ovington, of the F. A. M., was in Boston at the time and has not yet returned to New York. It is not possible, therefore, to learn whether he has been correctly represented by these resolutions, which scarcely seems possible.

Despite the National Association's previous resolve not to imperil human life on small tracks, he ran his races on the old three lap cement bicycle track at Waltham on September 5th. Most of those who competed are professionals. Summaries:

One mile open—Won by C. E. Anderson, 4½ horsepower; second, H. P. Green, 3½ horsepower; third, William Brewster, 3½ horsepower. Time 1:30.

One-third mile slow race—Won by W. A. F. Estes, 3½ horsepower. Time 1:32⅖.

Two miles for stock machines—Won by Claude Grout, 3½ horsepower; second, Batchelder; third, Brewster. Time, 3:1⅘.

One mile obstacle race—Won by W. Dow. Time, 2:3⅕.

Five miles for stock machines—Won by Claude Grout, Readville; second, W. Dow; third, William Brewster. Time, 7:13⅘.

Ten miles open, handicap—Won by W. A. F. Estes (1:30); second, T. A. Blodgett, Waltham; third, William Brewster, Whitman. Time, 14:46⅖.

The road race, 25 miles, was run on the 7th on a course near Waltham. Estes, Anderson, Greene, and several other professionals competed, thereby endangering the status of the amateurs who rode. Estes fell and broke a bone in his hand and E. S. Young, an outsider, won. The summary:

1. E. S. Young, Stoneham, 3¼ Excelsior; time, 35:42⅕. 2. Guy Greene, Waltham, 8 Marsh; time, 30:36⅖. 3, M. E. Isaac, Melrose, 3¼Crouch; time, 39:31. 4, D. Brewster, Whitman, 3½ Marsh; time 40:38⅖. 5, W. S. Sargent, Lynn; 2¼ Marsh; time 42:23⅕. 6, P. Drake, Randolph, 3½ Marsh; time, 41:23⅕. 7, J. Mitchell, Waltham, 8 Marsh; time, 34:22.

Fifteen Survive the Double Century.

Fifteen of 22 starters in the New Jersey Motorcycle Club's double century run on Labor Day, 7th inst., completed the 200 miles. They were as follows: Thayer McLaren (F. N.), George Fawcett (Vindec), P. W. Stevens (Peugeot), Geo. E. Post (Indian), G. M. Schellenberg (Peugeot), Percy Drummond (Indian), C. W. Bush (Curtiss), H. D. Owen (Indian), W. J. Kluczek (Harley-Davidson), Carl Segelbach (R-S), J. C. Johnson (Indian), A. Springfield (Indian), K. F. Moore (Excelsior), A. F. Fusco (Harley-Davidson), and George Hamilton (Indian). Johnson and Schellenburg were 37 minutes late at the finish.

Banes Plans Another Meet for Philadelphia.

The Quaker City Motorcycle Club, which largely is E. T. Banes, has another motorcycle race meet on the tapis, the date having been set for Saturday, October 10th. Banes figures on holding a 100 miles race, which will be the longest track race yet held in America, a five miles novice and record trials for one mile. W. R. Stroud, of the Stroud Wheelmen, is working with Banes and expects to get enough riders to start in a 20 miles motor paced bicycle handicap to make an interesting contest. Stroud states that it will be an invitation affair, the riders starting one minutes apart. It will be, of course, for amateurs.

Detroit Motorcyclists to Race on 20th.

The Detroit Motorcycle Club will hold its first race meet in that Michigan city on Sunday, 20th inst. The venue will be in the Michigan State fair grounds track, said to be one of the fastest mile courses in the country.

Waking Wins at the County Fair.

William Waking, of Richmond, Ind. (Indian), won the 2½ miles motorcycle race at the county fair at Connersville, Ind., on September 4th. Six others started.

HOT RACES OFFSET AUTUMN CHILL

Devonovitch Defeats Palmer at Salt Palace —Samuelson Sprints Past McFarland Other Good Contests.

Salt Lake City, September 2.—The frosty temperature kept the usual crowd away from the Salt Palace track last night, but there was no frost on the evening's program. The small gathering of spectators who braved the cold air had reason for enthusiasm two or three times during the sprints, particularly when the Russian, Devonovitch won the mile match race from W. Palmer, of Australia, taking two out of three heats. Devonovitch is now said to style himself "the only Russian-Australian champion of French style on American tracks leased by Swedes."

Palmer got a "rise" out of "Whiskers" when he surprised the latter in the first heat, for while Devonovitch was looking behind him, first to the right and then to the left to get a line on what was doing, the Australian did some slippery work and flew by, winning the heat in 2:45⅘. But in the second and third heats, he whose plumes had never known the safety razor of 24 blades, was not to be caught in a trance and led all the way in each, unwinding a hot wobbling sprint on the last two laps, easily trimming Palmer in 2:49 and 2:45⅗. The Russian's performance pleased the crowd and was a worthy follow-up for the great ovation he received on the Wednesday of the previous week at this track.

S. H. Wilcox secured an easy victory over W. Jenkins in the five miles motor paced event in the pokey time of 7:37⅕, owing to the latter's failure to stick to his pace. Three times Jenkins tried hard to pass his opponent but missed out each trip and on the gong lap, Whittler, his pacemaker, shook him off, and Wilcox, paced by Heagren, found clear sailing to the finish.

No one was there to say "Boo" to McFarland in the two miles lap open professional and he crossed the tape in the fast time of 3:56 without a struggle. Two laps from the finale, he looked back to see where Hardy Downing was keeping himself and deciding that the latter was safe, McFarland unwound a few and strung out the whole field. Downing pursued into second place, trailed by De Mara and Samuelson. The race was a warm one from the pistol on, the squabble for the lap money being vigorous in the extreme.

When it came to the mile handicap, pro, McFarland got sewed up too snugly on the round preceding the bell lap to make any sort of a fight. Wilcox won it in the fast time of 1:52 from the 45 yards mark, and Senhouse, with a handicap of 50, swooped along the outside into second place. McFarland beat West out for third money in the last few yards of the race.

Al Halstead got away with the two miles handicap amateur lap race in a sleepy field, in 4:06⅘. With three laps in front of him, Halstead shot ahead and gained about 15 yards and managed to keep his lead until half a lap from home when it was cut down somewhat by Meyer, McCormack and Thomas, who followed across the tape in that order.

The half mile open amateur resembled a lead tube cinch for A. Crebs, who put the varnish on Hollister and Diefenbacher in 1:00⅘. The summaries:

Match race, best two in three heats—Won by Devonovitch. Time, 2:49, 2:45⅗. Palmer's time, first heat, 2:49.

Five miles motor paced race—Won by Wilcox; second, Jenkins. Time, 7:37⅕.

Two miles lap, professional—Won by McFarland; second, Downing; third, DeMara; fourth, Samuelson. Time, 3:56.



One mile handicap, professional—Won by Wilcox (45); second, Senhouse (50); third, McFarland (scratch); fourth, West (30). Time, 1:52.

Two miles lap handicap, amateur—Won by Halstead (20); second, Meyer (40); third, McCormack (55); fourth, Thomas, (65). Time, 4:06.

Half mile open, amateur—Won by A. Crebs; second, E. J. Hollister; third, Diefenbacher. Time, 1:00⅘.

Salt Lake City, September 5.—One of the best motor paced races ever held on the Salt Palace track, took place last night between W. E. Samuelson and F. A. McFarland, in which the "Pride of Provo" demonstrated once more that he knows his little book at the pace-following game. After a hard fight for the full distance with four laps to go, Samuelson did some life-like sprint work that made an also-ran of the Californian. In the toss for positions, the latter got the pole and after several laps had been circled, the pistol was fired and the men sent away, with McFarland about three yards in the lead. At the end of two miles Samuelson made his first effort to pass his opponent, but failed. At 3½ miles, he tried again and missed. After dropping back slightly, Samuelson,s pacemaker put on full speed and made a desperate rush high on the bank in spread-eagle fashion. For a few seconds it looked as though the Provo rider would be unable to stick to his motor, but he fooled the people and passed McFarland on the fifth lap of the fifth mile, winning by about 30 yards in 7:11.

In the half mile open, professional, McFarland teamed with Downing and had a runaway. West beat out Hollister for second place and Wilcox got fourth.

Downing and De Mara gave Hollister a sleigh-ride in the two miles handicap, professional, in which the limit men received only 120 yards. Downing pulled the two named up to the middle markers and then dropped out. The riders bunched on the fourth lap when De Mara took Hollister to the front, and when their lead was safe, the former for some reason sat up, while Hollister went out alone and won easily in 3:55. Fred West beat out George Walker in a hard fight for second, W. Palmer trailing in fourth.

In the amateur class, Percy Lawrence absorbed the spotlight. He managed to beat a hot combination in the form of a three-man team in the two miles lap. Crebs, Halstead and Diefenbacher, three of the fast 'uns, got together and were no sooner started than they sought to clean things up by trying to steal a lap. They gained at least half a lap, leaving the rest of the field riding in very poor shape. When they entered the second mile, the lead was increased, and then Thomas set out for the string. He carried the field with him and when three laps from the tape, Lawrence jumped and soon had the leading trio looking seasick. He passed them like an amateur comet and won in 3:54⅗. Thomas and E. J. Hollister managed to beat the combination all to chips for second and third positions.

Lawrence continued to make good in the Australian pursuit race, which he captured after riding 2 miles 2 laps 75 yards. Phil Wright cut out R. Diefenbacher just about quick enough to score a second, for right at that point Lawrence came along and eclipsed the pair. The summaries:

Two miles amateur—Won by Lawrence; second, Thomas; third, Hollister. Time, 3:54⅗.

Half mile open, professional—Won by McFarland; second, West; third, Hollister; fourth, Wilcox. Time, 0:57⅗.

Australian pursuit, amateur—Won by Lawrence; second, Wright; third, Diefenbacher; fourth, Crebs. Time, 4:44⅘. Distance, 2 miles 2 laps 75 yards.

Two miles handicap, professional—Won by Hollister (scratch); second, West (30); third, Walker (40); fourth, Palmer (45). Time, 3:55.

Five miles motor paced—Samuelson defeated McFarland. Time, 7:11.

SAN FRANCISCO'S EXCITING MEET

Williamson Wins by a Surprising Sprint—Golden City Wheelmen Capture Team Pursuit—Interloper Causes a Spill.

An unknown man, foolishly crossing the track while a race was in progress, at the Stadium, San Francisco, on August 31st, sent three riders to the hospital. The unknown man ran in front of Albert Buckley, a member of the Garden City Wheelmen, and upset him, bringing the other riders down in a heap. W. Rhoades was the first to pick himself out of the mixup and ran across the tape first. Louis Grethel, Buckley and Walter Sroches were so badly cut and bruised that it was necessary to call an ambulance and have them removed to a nearby hospital. In the excitement the cause of the trouble escaped. Luckily for him that he did, or he would have suffered at the hands of the infuriated crowd.

With the exception of this unfortunate accident the meet produced exciting sport. Three trial heats and a final were required to settle the two-thirds mile open, and in the final scrimmage Williamson, of the Oakland Wheelmen, uncorked a surprising winning sprint. Short was second and Black third.

The Golden City Wheelmen's team of Caughan, Mullen and Waterbury was victorious in the team pursuit, with Showalter, Chaboya and Bryant of the Garden City Wheelmen, second. The 15 miles handicap went to Rhodes, of the New Century Wheelmen, who had a lead of 700 yards.

The summaries:

Two-thirds mile open—Final heat won by R. Williamson, Oakland W.; second, R. Short, Central City W.; third, F. Black, Oakland W. Time, 2:02.

Team pursuit—Won by Golden City Wheelmen (Caughan, Mullen, Waterbury); second, Garden City Wheelmen (Chaboya, Showalter, Bryant); third, Oakland Wheelmen (Black, Bruzzone, Panton).

Fifteen miles handicap—Won by W. Rhodes, New Century W. (700); second, T. Burns, Golden City W. (500); third, Ben Hartwell, Berkeley W. (400); fourth, F. Diver, New Century W. (200). Time, 13:41.

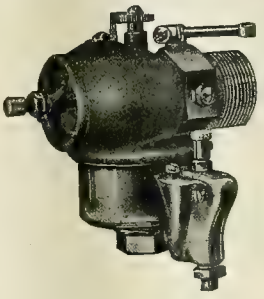
Five miles open—Won by W. Rhodes, New Century W. No time taken as all riders fell.

Saltair Track Measures Full Distance.

Doubt as to the records made on the Saltair ten lap saucer track at Salt Lake City, this season, should be dispelled by the following certificate of the United States Deputy Surveyor at that city, who officially measured the track on June 17th, and found it to be full length. Several eastern riders have discredited the marvelous performances made by the western riders, claiming that the track was short of the required distance. The official certificate given to Manager John M. Chapman is as follows:

"This is to certify that I, Jay E. Johnson, have at the request of John M. Chapman, this day, June 17, 1908, accurately measured the length of the 'pole' of the Saltair Coliseum bicycle track.

"With a 100 ft. steel tape, compared June 17, 1908, with the standard tape in the U. S. surveyor general's office at Salt Lake City, Utah, and found to be correct, I find the length of a line, encircling and upon said track, and at all points eighteen inches (18 inches) from the juncture of the runway and said track, said line being known as the 'pole," to be five hundred and twenty-eight feet (528 feet)."

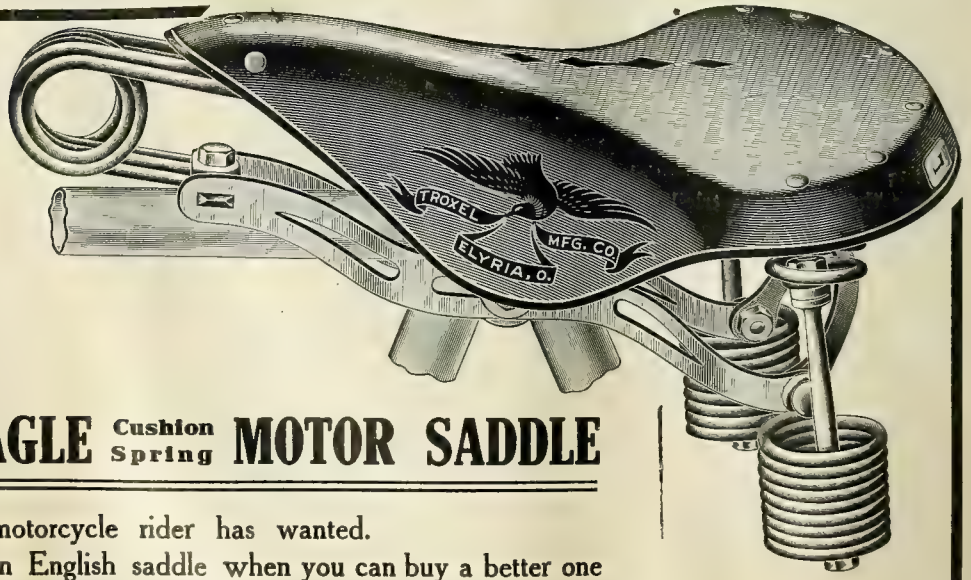


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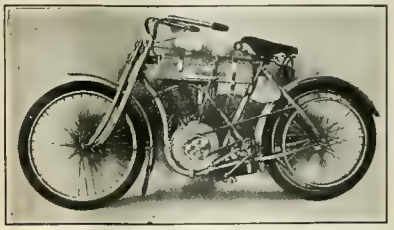
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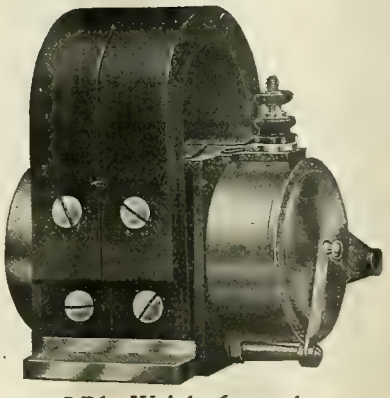
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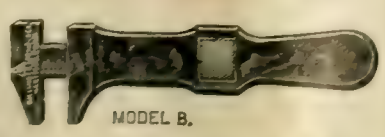
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893,822. Contact Breaker. Gustav A. Unterberg, Karlsruhe-Muhlburg, Germany. Filed April 16, 1907. Serial No. 368,609.

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889,432. Spark Plug. George J. Blum, Chicago, Ill., assignor to Armstrong-Blum Manufacturing Company, Chicago, Ill., a Corporation of Illinois. Filed Feb. 7, 1906. Serial No. 299,933.

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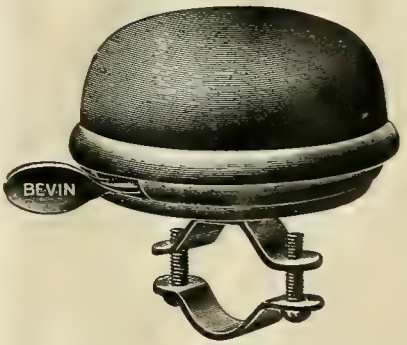
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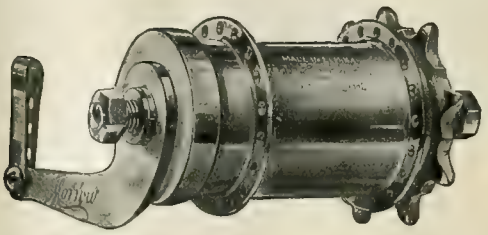
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Case of "William, Where Art Thou?"

One William A. Spain, of Memphis, Tenn., went to a New York newspaper office one day in August last and announced that on Tuesday, September 1st., at 10 a. m., he would leave Columbus Circle, for a modest little trip around the world on a bicycle. He was to start from the front door of the newspaper office and while he may have done so, he did not make enough noise about his departure to have anyone notice it. The people in the newspaper office were watching for the Spain chap, but they were disappointed. His schedule was to have been from New York to Memphis and thence to the Pacific coast. Within a year and a half, he expected to visit Japan, go through southern Asia and Europe and return to New York.

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FOR SALE—One 1908 M-M roadster, equipped with 3½ h.p. engine, trip odometer, nickel horn, 20th century motor headlight, and Persons tool bag. Cost $186. Owner sick. Cash price $125. Address MOTOR, 730 W Allison St., Nevada, Mo.

1908 INDIAN twin, magneto, etc., $235; twin tri-car outfit, $250; parts and repairs. Armac, $75; Royal, $75; Indians, $75 up. Send for specialty catalog. WIDMAYER, 2312 Broadway, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

CURTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence, R. I.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

FOR SALE—Patent on two-speed, shaft-drive, free-engine motorcycle. Working model almost completed. Good reason for selling. If interested write for photo and particulars. J. L. HAND, Brazil, Ind.

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why 75 per cent. of the leading motorcycle makers have adopted the **SPLITDORF**
Motorcycle Plug
on their product.
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Duckworth Chains
are the most satisfying chains ever applied to
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DUCKWORTH CHAIN & M'F'G. COMPANY
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ONE PIECE
PRESSED STEEL BICYCLE
HEADS
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Worcester Pressed Steel Co
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wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.

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interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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154 NASSAU STREET, NEW YORK

Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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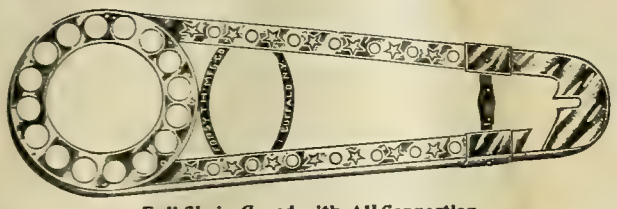
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WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

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Full Chain Guard with All Connection

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STAND THE TEST

GOOD TERMS FOR AGENTS

Write to-day for our new catalogue, fully illustrated

Armac Motor Co., Chicago, Ill.

TO KNOW THEM IS TO LIKE THEM

Gibney Special Tires

QUOTATIONS ON REQUEST

J. L. Gibney & Bro., Philadelphia, Pa.



Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

J. HARRY SAGER, Rochester, N.Y.

The Caterpillar Flame

is a Magneto Spark, produced only by Pfanstiehl Coils. Most of the recent events for Motorcycles have been won with Pfanstiehl Coils.

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Special Stampings
FROM
SHEET METAL

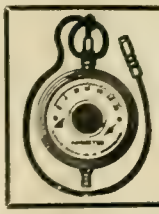
THE CROSBY CO., - Buffalo, N. Y.



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We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO



For testing dry cells, use the

Eldredge Battery Ammeter

0 to 30 Amperes

Indicates in either direction of current. Price $3.50, delivered.

Eldredge Electric Mfg. Co.

3 Post Office Square,

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Our Catalogue is ready and will be mailed for the asking.

GEO. W. NOCK CO.

Jobbers of

BICYCLES and SUNDRIES

126 N. Fourth St. PHILADELPHIA.



It's foolish to pay more for a spark plug when you can get a plug so good as the "Vulcan" STA-RITE for $1.25. Made with outer cap. Inner tube never exposed. Can't crack. THE R. E. HARDY CO., 25 W. 42d St., New York.

WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



The Star Ball Retainers

therein?

WHO? Tell us.



The STAR BALL RETAINER CO
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
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International Automobile & Vehicle Tire Co.
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Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Better Tires than

Defender Special



New Oxford

were never made

simply because no one can make them. The men who make other tires all are well aware of this great truth.

Kokomo Rubber Co., Kokomo, Ind.

POPE BICYCLES

To Bicycle Dealers:

The advent of steadier financial times, the bright business prospects for 1909 and the return of wheeling for sport and pleasure make the bicycle outlook both for manufacturer and dealer far better than in many years. Pope Bicycles are to be pushed vigorously in all lines, and this announcement is made to the trade over the country, as we desire responsible and active dealers in every city and town.

Our bicycle manufacturing is now centered in one great factory at Westfield, Massachusetts, where the best bicycle designers and mechanics are giving their undivided attention to our product and jealously keeping it at the very top of high-grade construction. This bicycle plant with its immense facilities is equal to any demand and prompt shipments are absolutely assured.

Should you desire one of the Pope lines for 1909, correspond with us at once concerning the best bicycle proposition we have ever offered. 1909 Catalogs in preparation. Write for an advance copy.

Have you a stock of bicycles on hand for quick delivery? This is the best wheeling time of the entire year. With vacations over and the hot season passed, everyone will take up active wheeling again. The workingman and clerk will need wheels to ride to and from factory and business. Boys will want them to ride to school. The ideal autumn days will tempt many to invest in a bicycle. Anticipate this demand by carrying a sufficient stock. We can fill your orders promptly.

POPE MANUFACTURING CO., HARTFORD, CONN., U. S. A.

Theres no getting away from the fact—

AJAX
TIRES

are great tires.

AJAX-GRIEB RUBBER COMPANY

57th Street and Broadway — New York City

Factories—TRENTON, N. J.

The Right Grip at Last!

AND ONE THAT WILL LAST, TOO.



IT WAS NOTORIOUS

that no grip on the market had proven thoroughly satisfactory. That is what gave rise to the WEARWELL Rubber Grip. It avoids all the shortcomings of other grips.

IT WILL NOT SLIP **IT WILL NOT PEEL**
IT WILL NOT CRACK **IT WILL NOT WEAR OUT**
IT WILL NOT SWEAT THE HANDS

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP



is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules heavily nickel plated on copper. It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box, as illustrated.

RETAIL PRICE

35 Cents per Pair.

TRADE PRICE ON APPLICATION.

J. W. GRADY & CO.,

WORCESTER, MASS.

AGENTS WANTED

THE PUBLIC CONFIDENCE is well worth having; but, Mr. Dealer, you can't get it by selling cheap bicycles. It is a pleasure to sell **Pierce Bicycles** for every sale makes a **new friend** and besides all this, you make easy, liberal profits by selling the **PIERCE.**

The Pierce Agency

should be in every city, town and hamlet.

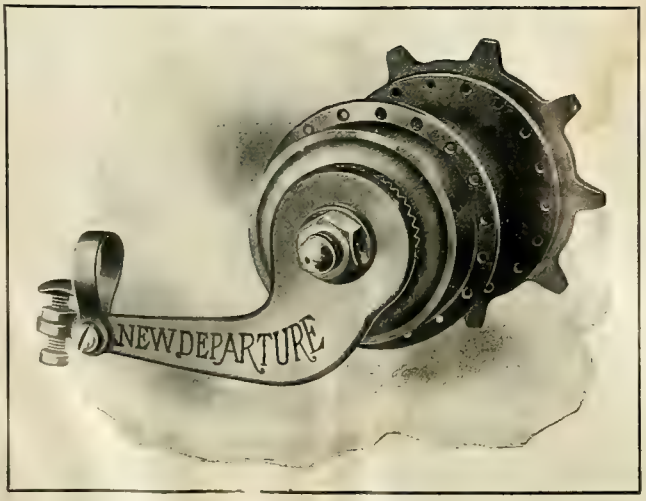
We offer to the trade the best proposition ever given by a manufacturer to the bicycle dealer—make that proposition available to yourself by writing us at once.

THE PIERCE CYCLE CO., Buffalo, N. Y.

DENVER AND OAKLAND

NEW DEPARTURES—THE WORLD'S STANDARD

For Bicycles and Motorcycles



Are You Having Coaster Brake Trouble?

¶ The New Departure will cure them.

¶ The New Departure has satisfied millions of riders in the past ten years.

¶ The New Departure is stronger, simpler, handsomer to-day than ever before.

¶ New Departure is reliable anywhere and guaranteed for three years.

¶ Sell New Departures and please your customers.

EXTENSIVE LINE OF NEW ADVERTISING MATTER FOR 1909.

The New Departure Manufacturing Co. KING STREET BRISTOL, CONN.

The surest sign of the great and growing popularity among motorcyclists of

PENNSYLVANIA
Motorcycle Tires

is the large and steadily increasing business of every dealer handling them. This is the testimony of the orders we are getting.

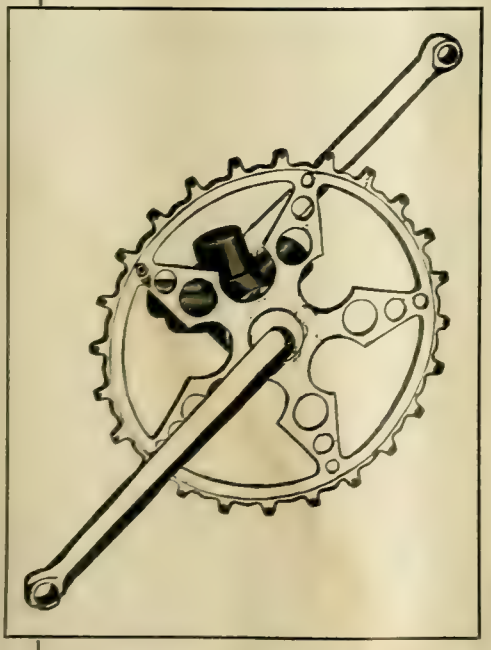
If you are not handling these tires, write today for terms. It is the one best accessory proposition in the field.

PENNSYLVANIA Motorcycle Tires include the steel studded and non-skid casings, and the Telescope tube.

Write for our dealers' offer to-day.

PENNSYLVANIA RUBBER CO., Jeanette, Pa.

Any Dealer Can Get



FAUBER CRANK HANGERS

in the bicycles he orders, merely by specifying them. No high class manufacturer will refuse such high class equipment. In justice to himself and his trade, he cannot very well afford to refuse.

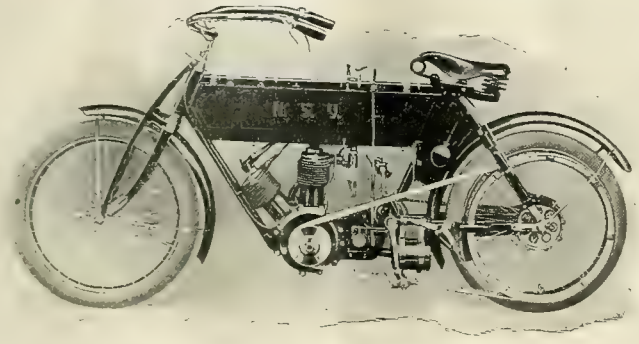
Great Western Mfg. Co., Laporte, Ind.

NSU

HIGH CLASS, RELIABLE MOTORCYCLES

built, not to perform occasional "stunts," but to satisfy the rider under all conditions.

They Have—They Will



N. S. U. 6 h.p. Touring Model.

OUR qualification as experts in design and workmanship is unquestioned. We built the N. S. U. as it is, our own design. Watch the others copy.

N. S. U. MOTORCYLES WERE THE FIRST

to use magneto ignition, the vertical engine, the mechanical inlet valve over the exhaust and spark plug, the truss frame, the V belt, etc., etc.

You realize—Imitators flatter.

IN MODELS FROM 1¼ TO 6 H. P.

There IS no better

N. S. U. MOTOR COMPANY

206 West 76th Street, New York City

Write for Catalogue "B"

HAVE YOU NOTICED?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior WINS

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days. In a field of 18 starters

3 were Excelsiors
EIGHT FINISHED
3 were Excelsiors

and all with perfect scores.

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 20 tells you why. Write for it.

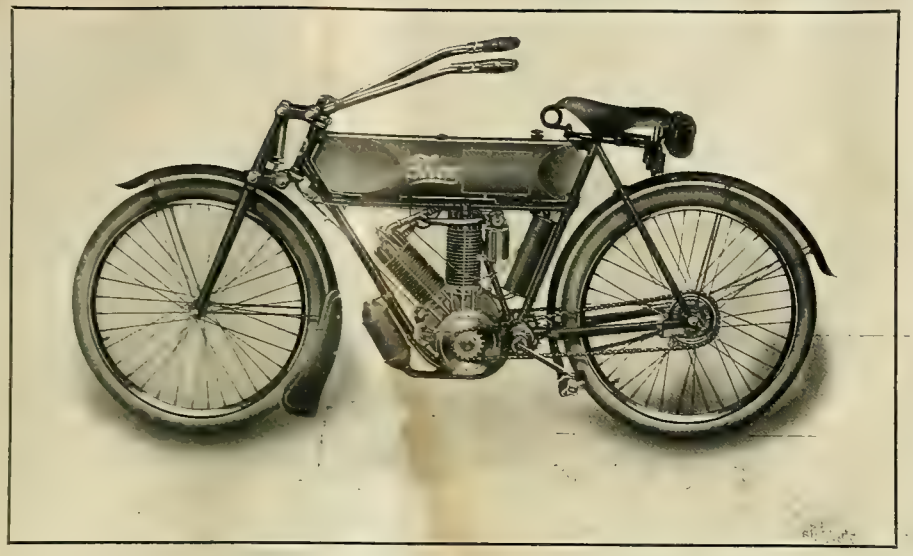
EXCELSIOR SUPPLY CO.

233-37 Randolph Street, CHICAGO, ILLS.

Established 1876

The Crucial Test of QUALITY

HAS BEEN BROUGHT OUT BY A *Thor*



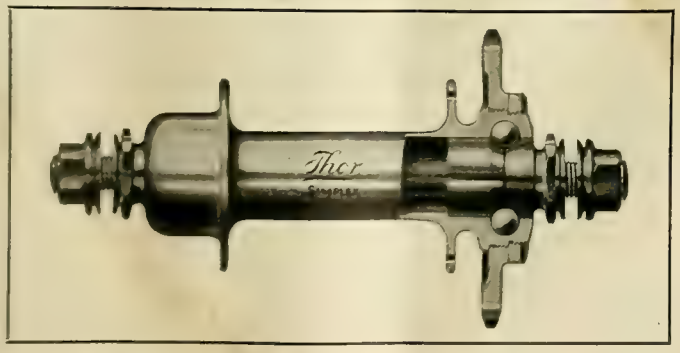
¶ At Los Angeles, Cal., September 9th, the *Thor* breaks 26 World's Records and established 8 new World's Records, including the record for an hour. Also won seven first and four second places.

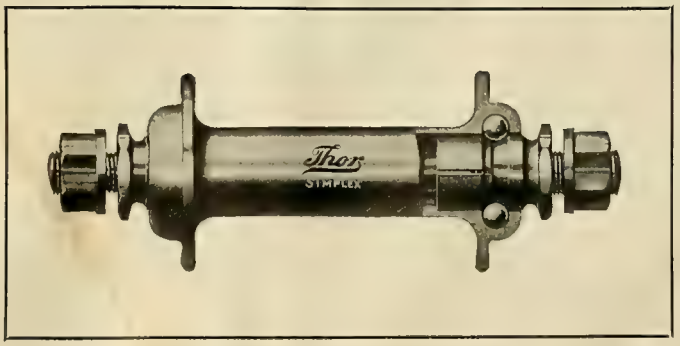
¶ The test of Quality is not only to **attain the speed** but **to keep it up.**

AURORA AUTOMATIC MACHINERY COMPANY, Aurora, Illinois

P. S.—18 contestants Chicago Motorcycle Endurance Run—2 *Thor* entries—2 *Thor* perfect scores.

Thor HUBS Try Them— You'll Like Them



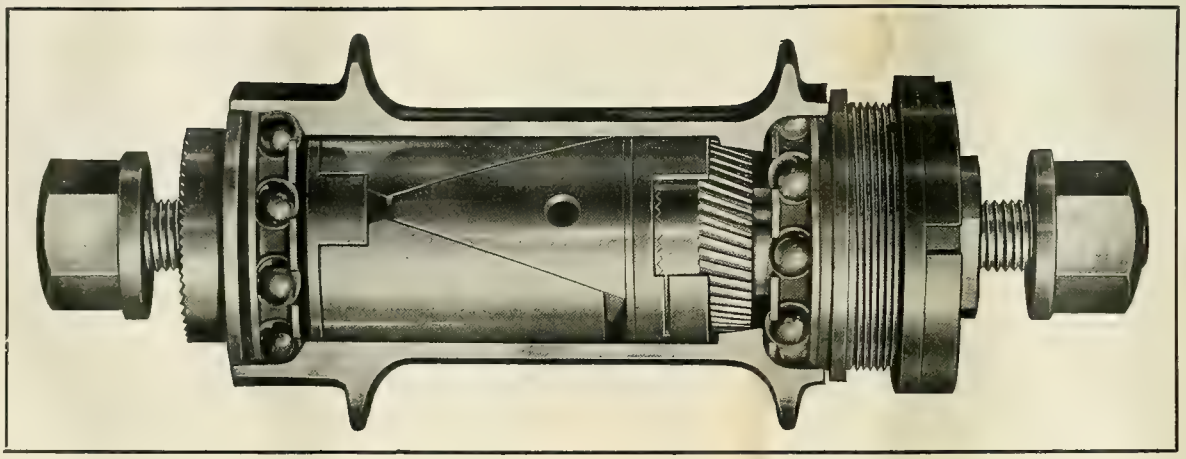


Mr. Bicycle Dealer:—Give your customer the best bearings in his hubs—those that will stand up and run easiest—you will satisfy him. Demand *Thor* hubs on the bicycles you get from your **manufacturers** or **jobber.** You have a right to demand **satisfaction for your customers.**

AURORA AUTOMATIC MACHINERY COMPANY, Aurora, Illinois

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVII | New York, U. S. A Saturday, September 19, 1908 | No. 26

MORROW MINUS ITS SIDE-ARM

Pioneer Coaster Brake is Revolutionized—Both Appearance and Mechanical Features are Entirely Altered.

A new Morrow came to town one day this week. Ralph D. Webster, sales manager of the Eclipse Machine Co., Elmira, N. Y., brought it with him. Unlike all other Morrows, the newcomer has no sidearm or any other sort of an arm, and in many other respects it is about as attractive a coaster brake as ever has been seen. It is so superior to its predecessor that the latter has been tossed into the discard.

Its armlessness is but one of many features of the new coaster brake, which is pleasing to look upon and which is so chockful of mechanical merit that it is certain to command instant attention wherever it may be shown. In appearance and in principle, it is practically no relation to the other Morrows. "It has rejuvenated my interest in coaster brakes," is the way Webster expressed his feeling, and he said it in a way tht left no doubt of his sincerity.

The old Morrow was 2½ inches in diameter; the new one is 2 inches; the old one weighed 42 ounces; the new one weighs but 27 ounces; the old one employed springs and a multiplicity of parts; the new one has no springs and only eight parts; the old Morrow operated an expanding sleeve with a screw wedge; the new one has an expanding sleeve, but a much more substantial one, which is operated on the screw and lever principle, the driving screw being novel in that it is the reverse of the other screws of the sort.

The side arm is eliminated effectively and simply. What is termed a lock washer keeps the mechanism firmly in place whether or not the axle nut be loose or tight.

A Morrow for motorcycles, on the same principle, but larger and heavier, of course, also is in evidence.

"It will stop a locomotive," was Webster's terse comment, in referring to it.

Pope Will Pay a Third Dividend.

Anticipating the wishes of the creditors' committee which sought a court order to compel the receivers of the Pope Mfg. Co. to pay a third dividend of 25 per cent., the receivers themselves will on Tuesday next, when the creditors petition is due for a hearing in the New Jersey Chancery Court, ask for authority to pay the dividend. It also is understood that the receivers finally have adjusted the big Unzicker claim for the unexpired rental, 17 years, of the former Western Wheel Works factory in Chicago.

Trade Visitors from Pacific Coast.

A. H. Coates, of Coates & Campbell, San Francisco, and L. M. Passamore, of the Appeal Jobbing & Mfg. Co., Los Angeles, were among the trade visitors to New York this week. Before they left for the East they already had encountered C. A. Persons, of the Persons Mfg. Co., W. J. Surre, of the Corbin Screw Corp., and W. G. Schaack, of the Emblem Mfg. Co.

For the Reorganization of Consolidated.

As the result of a meeting of the creditors' committee of the Consolidated Mfg. Co., Toledo, Ohio, it is promised that a plan for the reorganization of the business shortly will be presented. Meanwhile an audit of the property has been ordered by the receiver, who has been in charge for two years and all the while working in harmony with the creditors' committee.

Davidson Reports Excellent Prospects.

Arthur Davidson, of the Harley-Davidson Motor Co., who has been in the East for several weeks, is now in New York. He reports excellent prospects all along the line. Also he states that next month his company will take possession of the addition to its factory, which will permit of more than a doubling of the output of Harley-Davidsons for 1909.

MOTORCYCLE MAKERS ORGANIZE

Form an Association and Elect Temporary Officers—Pierce Steers the Meeting Clear of Pitfalls.

In response to a call issued by one of their number, representatives of seven motorcycle manufacturers met in Hotel Statler, Buffalo, on Tuesday last, 15th inst., and formed the Motorcycle Manufacturers Association. Temporary officers were elected as follows: President, W. F. Remppis, Reading Standard Co.; vice-president, Percy Pierce, Pierce Cycle Co.; secretary, Edward Buffum, Merkel Motor Co.; treasurer, G. H. Curtiss, G. H. Curtiss Mfg. Co.

In addition to those named, there were present Arthur Davidson, Harley-Davidson Motor Co.; W. T. Marsh, American Motor Co.; and Messrs. Becker, Allen and Hengerer, of the Auto-Bi Co. Letters were read from a number of important absentees, among them the Aurora Automatic Machinery Co., Excelsior Supply Co., Hendee Mfg. Co., Thiem Mfg. Co., Light Mfg. & Foundry Co., Armac Motor Co., Hornecker Motor Mfg. Co., Aurora Motor Works, Consolidated Mfg. Co., and Reliance Motorcycle Co.

Messrs. Pierce and Van Alen were appointed a committee to draft the constitution and by-laws which will be presented at a meeting to be held in Detroit on Tuesday, October 20, when permanent organization will be effected.

It is understood that the opinion prevailed at Buffalo that, in view of his position in the industry, George M. Hendee, of the Hendee Mfg. Co., is the logical head of will be made to induce him to accept the presidency.

Mr. Hendee, with Mr. Fretz, of the Light company, and the chairman of the meeting, were constituted a committee to confer with the managers of the several automobile shows with a view of obtaining the most

favorable rates and positions for the motorcycle exhibits.

The presence of Mr. Pierce at the Buffalo meeting proved a very fortunate circumstance for the embryo association. He at one time was the head of the Cycle Manufacturers Association, and when at the motorcycle meeting some one brought up such subjects as prices, discounts and the like, which are of purely personal concern to each individual, he made a speech full of good advice which served to direct the movement in a proper channel. He related his experience in the Cycle Manufacturers Association, and pointed out some of the rocks on which it sustained severe damage. His remarks were closely followed and as a result the constitution and by-laws will be so planned as to make interference with individual affairs impossible.

The objects of the association will be defined as to promote the general welfare of the industry, to work for more favorable freight and express rates, to secure proper representation at shows, to investigate the export markets and to support the Federation of American Motorcyclists in its legislative and road improving efforts.

Why the Engine Would not Revolve.

Most of the troubles that occur to motorcyclists come within the category of old and well known experiences such as have happened to many riders in the past, but Arthur Davidson, of the Harley-Davidson Motor Co., Milwaukee, Wis., who has been visiting New York on business, tells of an odd and unusual trouble that developed recently with one of their machines in the hands of a private owner, the cause and remedy for which for a time quite puzzled a number of experts. After giving the machine a thorough overhauling and assembling it again, the owner found that the engine would not turn over except by strenuous effort. As everything was clean and in alignment the refusal of the piston and crank to move was a mystery. After several clinics, a factory expert discovered that in the overhauling, the drain cock at the bottom of the crank case had been screwed back into its place so tightly that its inner end pressed against the periphery of the fly wheel, serving as a too efficient brake in keeping the latter from turning. A loosening turn on the drain cock, so that it seated in the crank case as it was intended to do, removed the trouble.

Blake Repurchases the Business.

Ormon L. Blake has purchased the Keene (N. H.) Auto-Cycle Garage from Walter H. Pitcher. Blake and Pitcher formerly were in company together, but the former sold out his interest in the business last spring.

Passing of a Prominent Reading Dealer.

Charles T. Heckler, probably the best known dealer in Reading, Pa., succumbed to an attack of typhoid fever on Sunday last. 13th inst. He had been engaged in the bicycle business for 14 years.

DEPARTURE IN FREE ENGINES

Sherman Perfects a Two-Speed Device with Radical Features—Both Pedals Hang Down as Footrests.

Like most veterans in the motorcycle trade George W. Sherman is keenly alive to the fact that the two-speed and free engine method of gearing is almost absolutely necessary for all around work on American roads. He long has had his mind on the problem with the result that he finally has arrived at a solution which certainly is an inviting one and one that very happily seems to meet all requirements. The resulting device, like others which have come from the same source evidences the independence and directness which are characteristic of the Pottstown (Pa.) inventor.



STARTING A "LIGHT" ENGINE BY HAND

In a word this is what the arrangement comprises: A free engine, driving by single chain to the rear hub in which the changeable gearing is located, single lever control for both speeds and the free engine relation, foot brake applied directly to the hub, pedals ordinarily hanging straight down and serving as foot rests or stirrups, but capable of being locked in opposite positions when it is desired to use them for pedaling purposes, and engine starting by means of one of the pedals which is used as a hand crank.

The external details of the Sherman invention are shown in the accompanying picture of a 2¼ horsepower Light motorcycle on which it is mounted. In use, the engine is first started by pushing the left crank inwardly when it is made to engage with the transmission so that by pulling it over by hand, or giving it a slight push with the foot the crank shaft is made to revolve. At this time the speed lever is in its central or free engine position, so that the motor turns perfectly idle. By moving the lever forward very slightly, the low speed gear is partially engaged and the machine is driven at sufficient speed so that it can be mounted. As soon as the rider is in the saddle the lever is moved entirely forward to completely engage the first speed. The high speed is subsequently engaged by drawing the lever back into its extreme rearward position.

Two rods are connected to the lever, one of which leads to the band brake on the gear drum and the other to the high speed clutch. By arranging the neutral point between the high and low points, it is made impossible to strain the parts by sudden changes from one to the other, and a smooth engagement for both speeds is thus assured. On high gear, the drive is through direct connection, no gears being in action. All the operating parts in the hub are mounted on ball bearings, even to the actuating arm, which is provided with a ball thrust. The hub itself has the unusual provision of three bearings, one at either end and one near the center—the latter being intended to prevent any disarrangement through springing of the axle. A band brake, mounted on the left side, is actuated by the right heel of the rider.

The gear illustrated is arranged for drives of 5¼ to 1 on the high, and 9¼ to 1 on the low. By virtue of the gradual engagement of the clutches which is possible, however, no abrupt change is necessary in shifting from one gear to the other.

The arrangement of the pedals, which permits the rider to keep both feet on the same level while riding and affords an easy and swinging stirrup effect, is such that by turning one of the 4-inch cranks half way around and inserting a locking pin, they may be used in the ordinary manner for propelling the machine, and through either of the gears. The left crank, which is used for starting the motor, is held out of engagement with the starting device by means of a stout spring. The connection is so contrived that in the event of a back kick there will be no danger to the rider.

WANTS BICYCLES FOR THE ARMY

Government Solicits Bids on Large Lots of High Grade Machines for "Heavy Duty"—The Specifications.

Uncle Samuel is in the market for 100 high-grade bicycles for the use of his army. He may buy 200 or 300 of them, and in view of this possibility he has invited bids for each quantity, stipulating that envelopes containing the bids shall be marked "Proposals for Bicycles," and be addressed to Col. W. M. Patten, Depot Quartermaster, Army Building, New York. They will be received up to 12 o'clock noon on October 9th.

For what use the bicycles are designed cannot be learned. Col. Patten himself is undergoing the horsemanship test and none of his deputies are in position to give more information than that the instructions to invite bids were received from Washington, and also to supply specifications of the type of bicycle desired, which plainly are not the work of prentice hands. Whether they were extracted from any particular catalog is not known, as inquiry at the New York headquarters elicited no information as to the basis from which they were drawn. The specifications call for "High Grade Heavy Duty Bicycles," which are thus described:

1. It is the intent and spirit of this specification to cover completely the construction and delivery of a strictly high grade safety bicycle, carefully and properly designed and built throughout in a thoroughly first-class, workmanlike manner of the very best materials for the various parts, the entire bicycle and attachments being complete and satisfactory to the Department in every respect.

A sample of the bicycle which it is proposed to deliver under these specifications will be submitted to the purchasing officer and if acceptable will be retained as a standard for deliveries under the purchase.

In case of discrepancy between specifications and sample submitted the purchasing officer shall decide which shall govern and his decision shall be final.

2. The wheels to be 28 inches in diameter with rims for 1½-inch tires of best grade rock elm or maple; selected straight grained clear stock, built up in layers bent to shape, properly glued and turned true. Rims to be finished in black enamel with gold stripes. Hubs to be of steel, turned from bar stock and properly machined for bearing cups and ends of spokes. Center spindle through hubs to carry bearing cones and for attaching the frame. Spokes to be of best steel piano wire, double butted and swaged; ball-beaded for attaching to hubs and screw threaded for tightening nuts at rim. Nipples to be extra long. There will be 36 spokes in rear wheel and 28 to 32 for front wheel.

Tires to be 1¼-inch Hartford No. 77, or equal.

3. Frame—22 inches, with option of 24 inches or 26 inches; main tubes of 1 inch seamless drawn steel, No. 18 gauge. Front fork side tubes oval and tapered, ⅞ inch by No. 18 gauge, curved at lower ends and with solid drop forged crown or triple plate trussed crowns. Fork stem No. 16 gauge extending through steering head. Lower rear fork tubes ¾ inch No. 18 gauge, round or oval and tapered. Upper rear fork tubes ⅝ inch No. 20 gauge. Flush joints at all intersections, the tubes being carefully brazed to drop forged fittings or reinforcements at all joints. Crank hanger bracket to have 2½-inch drop. Steering head to be of No. 16 gauge tubing 1⅜ inches diameter by not less than 5½ inches long and of such length as to make top bar of frame horizontal fitted with steel cup and cone bearings, top and bottom, running on 5-32-inch balls. All tubing throughout to be seamless drawn steel. Wheel bases to be 43 inches.

4. Cranks—Oval, 6½ inches or 7 inches long and of the two piece narrow tread type with approved interlocking device in the hanger between cranks, all drop forged. The cranks and axles must be virtually one piece but easily removable without disturbing adjustment of crank-hanger bearings. The sleeve of crank axle carrying bearing cones will be forced firmly in position to keep bearings and axle always in line.

5. Sprockets—Forged front and rear, secured in substantial approved manner to cranks and rear wheel hub. Front sprocket to have 24 teeth; rear sprocket to have 8 teeth, all properly pitched, finished and hardened.

6. Chain—of 3-16-inch standard pattern and pitch; constructed in best manner as approved, to give long wear, maximum tensile strength and minimum stretch.

7. Bearings—All cones and ball caps in all parts of the bicycle are to be turned from the solid bar and hardened. All balls will be of Grade "A" hardened steel bicycle balls of sizes as follows: Crank hanger bearings ¼ inch; rear hub, ¼ inch; front hub 3-16 inch; head bearings 5-32 inch; pedals ¼ inch. Caged ball retainers will be provided for crank hanger and rear hub bearings. Felt washers will be used for protection of all bearings except at hand and pedals.

8. Saddle—Wheeler extra with truss or spiral springs or Messinger, made of best leather. The saddle will be mounted on hollow forged seat post 13-16 inch diameter, with ⅝ inch horizontal solid arm. Post to be held securely in position by binding bolt device of approved design at top cluster of frame.

9. Handle bar—20 inches reversible, made of ⅞-inch tube, No. 18 gauge, heavily nickel plated on copper plate. Hand grips of hard rubber securely fastened but detachable.

10. Pedals—3⅝-inch combination with rubber grips and ball bearings.

11. Finish—Entire frame to have five (5) coats black enamel properly baked on and polished. Enamel to prove satisfactory under hammer test. All spokes, sprockets, cranks, head bearing cups, nuts, screws, etc., throughout to be heavily nickel plated on copper plate and highly polished, all parts throughout being finished in first-class approved manner.

12. Tools—B. & S. case-hardened drop forged steel wrench fitted to all principal nuts, small case-hardened drop forged steel bicycle monkey wrench, approved oiler, telescope air pump, tire repair kit complete, set of spanners for adjusting bearings. All tools to be nickel plated as required and mounted in suitable leather bag of roll-up pattern with separate pockets for various tools.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

PREPARE FOR THE FLYING BICYCLE

It is Coming from Russia if the Russian Colonel's Invention Pans Out—His Marvelous Propeller.

When Col. Oschevsky-Kruglik, a Russian engineer, has completed the development of his new aerial bicycle, plans for which a cablegram says are already well under way, and if it comes into at all general use, as will likely be the case, other things being equal, the cycling fraternity will be given a happy and altogether simple delivery from the terrors of bad roads. Indeed it is to be wondered at that other inventors, instead of pottering with pneumatic tires, spring forks and frames, and all sorts of shock absorbing devices, or scheming for the improvement of the rural cart track, have not long ago discerned the limitless possibilities existing in this very elementary plan. Instead of improving the road to meet the requirements of the bicycle, or of improving the bicycle to meet the requirements of the road, merely ignore the existence of the road altogether and take to the air, and whoop le! everything is lovely! Hitherto it has been supposed that this would necessitate the use of wings or a balloon, but Col. O-K's invention teaches the error of the supposition.

Indeed the essential element of the new bicycle is a form of airscrew which is to be used for purposes of both propulsion and support in the air. Up to the present the screw has been tried only in driving a flat-bottomed boat which, it is claimed, has been propelled at from 16 to 20 knots an hour by a 3 horsepower motor (with the aid of the propeller). A speed of 140 knots an hour is promised ultimately in this connection.

The Kruglik screw, according to the inventor, differs from other inventions of the sort in that it obtains a hold on the air not by beating it down, but by creating continually a vacuum underneath itself into which the air rushes, imparting a tremendous lifting power to the wings of the screw.

The original model consists of a pair of thin steel blades each 2 feet long and 4 inches wide, and curved so that a lengthwise section resembles a capital letter S.

In the airship horizontal screws will be employed for motion skyward and vertical screws for motion forward.

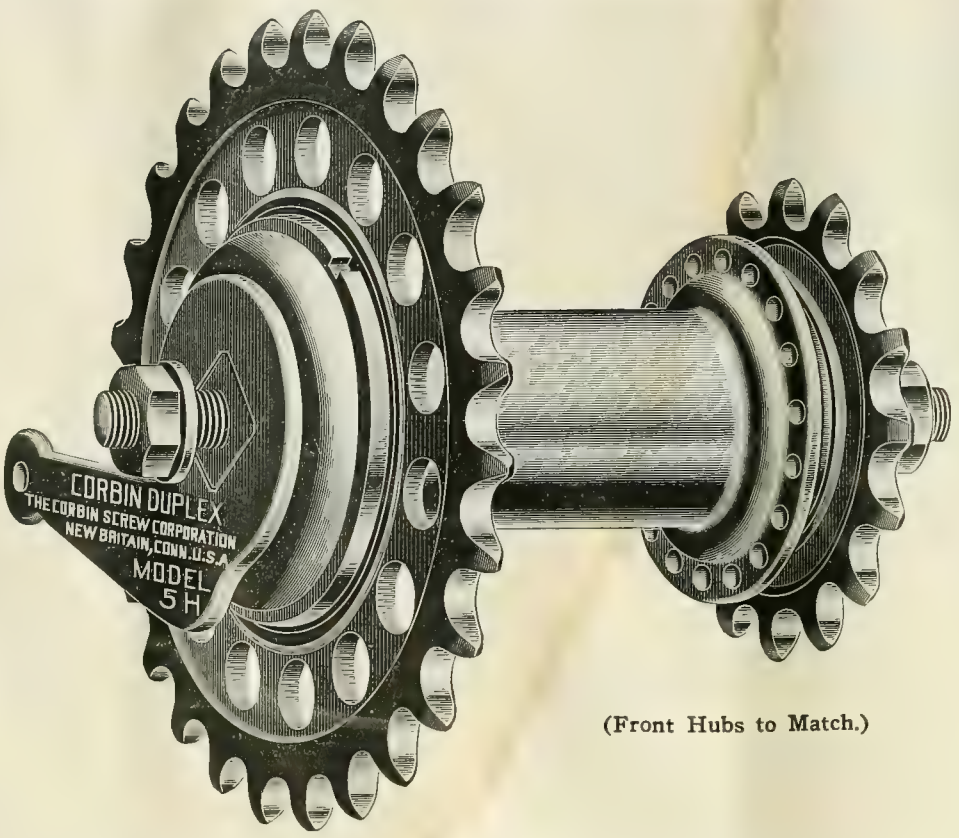
Spark Coils for the Tropics.

Spark coils intended for use in the tropics should be designed with a view to the special conditions under which they must be expected to work. The intense heat of the sun in the torrid zone is not infrequently sufficient to disturb the action of the vibrators, altering their adjustment not a little, also warping the wooden casings of the coil boxes, and even melting the insulation with which they are packed.

FOR MANY YEARS, THE

Corbin Coaster Brake

has been the choice of the discriminating purchaser.



(Front Hubs to Match.)

CORBIN MOTORCYCLE COASTER BRAKE.

For 1909

there is every reason, possibly more reasons,
why the same state of affairs should continue.

Corbin Screw Corporation, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 19, 1908.

"I intend to be a loyal subscriber of the Bicycling World as long as I can get it; it certainly is an interesting publication."—Howard H. Langham, Rotan, Texas.

Government that Does not Govern.

How can the National Cycling Association expect to retain the respect and support of papers and sportsmen when it persists in showing how not to deserve such respect and support?

Despite the presence of N. C. A. officials, that form of crookedness styled teaming is flourishing more flagrantly than ever before and everyone but the N. C. A. officials is able to see it.

Despite the pressure of N. C. A. officials, the foulest of foul riding is committed—as at Madison Square Garden on Thursday last—under their very noses and the offenders are suffered to pass without punishment.

Despite the rules, it is notorious that not a few, but many so-called amateurs are accepting cash for their winnings and that some of the promoters are paying it almost openly.

Despite the supposition that its officials are free, fair and unfettered, the remarkable spectacle is witnessed of an N. C. A. official seeking out and consulting a race promoter before making a ruling, and to the credit of the promoter, be it said that he endeavored to stiffen the official backbone.

Does the N. C. A. exist to keep the sport clean and to assure competitors and the public a square deal or does it exist for the benefit of a few track owners and race promoters and is the enforcement of its rules subject to the prominence of the riders affected or the box offices involved?

In view of recent conspicuous happenings each of these questions is a fair one.

The N. C. A. has had no more earnest supporter than the Bicycling World but when the organization gives repeated indications that it either is fearful or is unable or unwilling to enforce its own rules or to fulfill its professed purposes it is time for plain speech which conveys its own moral. Better no sport at all than "shifty" or dirty sport and india rubber government.

About Soap Bubbles and Gold Bricks.

In explaining to its readers the reasons for the "trade puffs" in its columns, an esteemed contemporary suggests that they are a more or less legitimate perquisite of the advertiser, as "since the days of Noah, the advertiser has always expected a little occasional nosegay in the reading pages." Therefore the paper is disposed to be generous with the taffy, and when Advertiser Smith becomes annoyed that his rival, Advertiser Jones, should get "a prettily-tinted soap bubble tossed into the ether" the system has in its own resources a ready remedy. No difficulty could be more easily solved. "We shake the kaleidoscope," the publication explains, "and give Smith one—a nice, neat, breezy paragraph."

Such ingenuousness with the reader is most engaging. It exudes frankness and sincerity from every pore. It is calculated to disarm the most captious critic. But that which is thus offered as an explanation is more nearly an apology for a policy which does not rest with easiness and comfort on the editorial conscience is a suspicion supported by the statement to the reader that "it takes up but a very small part of the paper and if you don't like that sort of thing you can glide it over."

Ample precedent exists for treating kindly that venerable institution, the "trade puff." From the time printing presses were invented men have had a fondness for having themselves or their interests glorified in type and have not been averse to paying for it when necessary. Although often distilled by themselves, the perfume has been always sweeter to their nostrils when emanating from ink splashed in a manner that would suggest to the public disinterested praise, rather than in the form of announcements under their own names. From kings down to humble tradesmen, history is full of the subsidizing of poets and writers to sound the praises of their patrons. The mystery of many European publications that seem to prosper without any advertising to speak of, lies in the fact that editorial praise of men and things is sold at so much per line. Whether such editorial praise be sold direct for cash or as a recognized "perquisite of the advertiser" to accompany paid space, the principle is the same, and is an intrusion on the rights of the reader in what he may properly expect in those columns which purport to be the pure editorial and news matter that he buys the paper for. The reader does not pay for "soap bubbles"—there's nothing in them—and he has a right to demand that he be not deceived.

The bunching of "puffs" on one or two pages under a heading that will flag the cautious reader, together with editorial warning as to where the "mere slush" or "dope" is located so that he can more easily "glide over" or avoid it, may mitigate the offense to some extent, but it implies a recognition of the very thing that the ethics of modern trade paper publishing demand, viz., that the reader be not imposed upon in the editorial columns with stuff that has neither news nor commentary value, to meet advertisers' desires for "nosegays in the reading pages," and which are handed out alike to the deserving and the undeserving. There are "puffing" publications that hand "nosegays" to the worst cut-throats in the business and to questionable goods.

The "trade puff" is the journalistic "gold brick." It has no place in legitimate journalism for the very good reason that it is a fraud pure and simple. The pity is that so many men permit their fancies to be flattered by mere gilt.

"Enclosed find my personal check for $2, covering my subscription for the Bicycling World from May 4, 1908, to May 4, 1909. I intended to stop subscription, but I find I cannot get along without the paper."—Leonard P. Ayres, New York City.

COVERS 608 MILES IN 24 HOURS

Georget Wins Bol D'Or Race and Sets up a New Record—Return to Human Pace in the Classic.

Not only did he win the classic Bol D'Or race in Paris on September 5th and 6th, but Leon Georget, known in America by virtue of having competed in two six days races, broke all records for the race, and all world's records from and including two hours to twenty-four. In the 24 hours of riding behind human pace, Leon, the younger of the fast-flying brothers, covered 973 kilometres 666 metres, the equivalent of 603 miles 1,120 yards—an average of more than 25 miles an hour.

The Bol D'Or is one of the French classics and is generally recognized as the hardest kind of a contest, not even excepting the New York annual six days' grind. It was inaugurated in 1894, when Huret won, the same rider winning in the following year. Riviere was the victor in 1896, and Stein in 1897, Huret winning for the third time in 1898. The following year a departure was made from human to motor pace and Walters set up his memorable record of 1,020 kilometres 977 metres. In 1900 Cordang secured the medal; no race was run the following year. It was decided that human pace was far more exciting than motor pace so the former method was returned to in 1902 when Huret fought it out with Petit-Breton, the first named winning. Leon Georget won in 1903 and Petit-Breton in 1904. Arthur Vanderstuyft broke the world's human paced record when he won the race of 1905 and covered 943 kilometres 666 metres in the 24 hours. Dortignacq was second and Nat Butler third. The late Rene Pottier finished first in 1906 and Leon Georget in 1907, so that this year's triumph marks his third.

The race started at 6 o'clock in the evening at the Velodrome D'Hiver, Paris, on Saturday, 5th inst., with nine riders in the line-up: Georget, Brocco, Trousselier, Cornet, Privat, Faber, LaFourcade, Dortignacq and Gougoltz. Georget and Faber began to set a terrific pace from the start, and at the ending of the first hour had covered 48 kilometres 666, nearly a mile above the old record of Pottier. In the first hour they gained one lap on Brocco, the world's record holder for one hour, nine laps on Dortignacq, 11 on Gougoltz, 12 on Cornet, 19 on LaFourcade, 20 on Trousselier, and 14 on Privat.

In the second hour Georget got inside the world's record and also tacked a lap on Faber, and Cornet put himself two laps ahead of Gougoultz. There were several changes in the third hour, Dortignacq working from fourth to second position and Faber with Brocco dropped, respectively, to third and fourth positions. Gougoltz had tire trouble and fell to last place. The position of the leaders, Georget, Dortignacq and Faber, did not change in the third hour, but by good riding Trousselier rose from seventh to fourth place.

When the race was one-third over at the ending of the eighth hour all the riders were in the running, the position being Georget, Dortignacq, Faber, Privat, La Fourcade, Trousselier, Cornet, Brocco and Gougoltz, In the ninth hour, however, Brocco retired and Trousselier quit in the 15th hour, and Faber shortly afterward. The score at 12 hours was 322 miles 1,619 yards.

The last half of the race resulted in the elimination of Gongague Privat, in addition to Trousselier and Faber, as stated. At 20 hours Georget led with 831 kilometres, Dortignacq was second with 783 kil. 666, La Fourcade third, Cornet fourth and Gougoltz fifth. There was no change in the last four hours, but in the sprint, which however, did not change the mileage positions, Cornet won from Dortignacq, with Georget third and Gougoltz fourth.

All the Bol D'Or records were broken and the mileage from two hours until the finish will stand as world's records for human pace and the distance covered by hours, Georget always leading, is as follows: 1 hour, 48 kil. 666; 2 hours, 95.333; 3 hours, 141.666; four hours, 185.333; 5 hours, 229.333; 6 hours, 273; 7 hours, 315.333; 8 hours, 357.333; 9 hours, 397; 10 hours, 438; 11 hours, 478; 12 hours, 520; 13 hours, 563; 14 hours, 603.666; 15 hours, 679; 17 hours, 718; 18 hours, 757; 19 hours, 790.333; 20 hours, 831; 21 hours, 869.666; 22 hours, 900; 23 hours, 937.333; 24 hours, 973.666. Georget beat Vanderstuyft's record by exactly 30 kilometres, or about 18½ miles. The subjoined table shows the distance covered at the ending of every four hours, including the first hour.

Of the riders that started in this long grind, Francois Faber was the youngest, being only 21 years of age, while Jean Gougoltz held up the other end with 32 years. Maurice Brocco is 25, J. B. Dortignacq and Henri Cornet each 24; Francois La Faurcade, 26; Louis Trousselier, 27; Gonzague Privat, 28, and Leon Georget, the winner, 29 years.

	1 Hour. kil.	4 Hrs. kil.	8 Hrs. kil.	12 Hrs. kil.	16 Hrs. kil.	20 Hrs. kil.	24 Hrs. kil.
Georget	48 2-3	185 1-3	357 1-3	520	679	831	973 2-3
Dortignacq	45-2-3	182 1-3	349 1-3	506	649	783 2-3	904 2-3
La Fourcade	42 1-3	164 2-3	319 1-3	463 2-3	607 2-3	743 2-3	877
Cornet	44 2-3	167 1-3	316	408 2-3	536 1-3	652 2-3	798 2-3
Gougoltz	45	145	270 2-3	395 2-3	524 1-3	622 2-3	731
Privat	44	165	321 2-3	436 1-3	565 1-3	°	...
Faber	48 2-3	178 1-3	332 2-3	455 2-3	‡	...	...
Trousselier	42	167 2-3	319	423	†	...	...
Brocco	48 1-3	161	283 2-3	*	...	...	...

* Brocco retired in 9th hour. † Trousselier out in 15th hour. ‡Faber out in 15th hour. ° Privat out in 18th hour.

COMING EVENTS

September 14-19, New York City.—Two hours per night six days race at Madison Square Garden.

September 20, Detroit, Mich.—Detroit Motorcycle Club's race meet at Michigan State fair grounds track.

September 26, Trenton, N. J.—Race meet at State armory.

September 28-October 3, Trenton, N. J.—Six days race, State armory.

October 4, Grant City, Staten Island—New Jersey division of the Century Road Club of America's carnival of sports.

October 4, St. Louis, Mo.—St. Louis Cycling Club's annual closed club handicap race.

October 10, Philadelphia, Pa.—Quaker City Motorcycle Club's Founders' week race meet, Point Breeze track.

[Advertisements of race meets or contests will be inserted in this column at the special and unusually low rate of $1 per inch.]

AMERICA'S "100"

Annual 100 Miles Record Run,

Century Road Club of America

SEPTEMBER 27, 1908,

(Rain date October 4th.)

at Valley Stream, Long Island.

25 PLACE PRIZES

Headed by Pierce Racer.

A SILVER LOVING CUP

for fastest time.

Handsome Medals, with time inscribed, to all finishers.

An attractive opportunity to ride a fast century under the most favorable conditions.

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New York City.

MOTORCYCLISTS ATTENTION!

All the motorcyclists in and around the vicinity of New York and Philadelphia are invited to attend the annual reunion run of the

NEW YORK MOTORCYCLE CLUB

and

QUAKER CITY MOTORCYCLE CLUB

to Hagerstown, New Jersey,

on

SUNDAY, SEPT. 27TH, 1909.

Start, New York, 2234 B'way, 8 a. m.
Start, Philadelphia, Broad & Diamond Sts.,
Two Divisions, 7 and 8 a. m.

Come along. Bring your friends, everybody.

GREAT RACING IN LOS ANGELES

In Hour Race, Shafer Smashes Motorcycle Records to Smithereens—Fighting Finishes in Other Events.

While the shattering of the hour record by J. Howard Shafer, who covered 56 miles, 660 yards, in the 60 minutes, was the big feature of the Los Angeles Motorcycle Club's race on the Agricultural Park mile track on September 9, it did not wholly overshadow the fact that real racing was the order of the day. It was the sort of sport that stirs the blood, and in contrast to the usual runaways which mark motorcycle race meets, the 6,000 people who attended were able to depart with the feeling that they had obtained their money's worth, and a little more. There were several hammer and tongs finishes, one of which resulted in a dead heat.

The only things that served to dampen the ardor of the promoters were two fatal accidents which had preceded the meet. The day before, one of a number of small boys, who had been several times chased off the grounds, attempted to run across the track and was instantly killed by being run into by Charles Balke who was "working out" at full speed. Balke himself was, apparently, terribly bruised and shaken up, but he nevertheless was able to occupy a seat on the grandstand the following day. John F. Derkum, the younger brother of Paul J. C. Derkum, the professional star, was the victim of the other accident. Early in the forenoon of the 9th, young Derkum was warming up on the track at great speed, and, as nearly as can be learned, lost control of his big machine at one of the curves and dashed into the outside fence. He struck a post and fractured his skull, expiring at the hospital about five hours later. Like his elder brother, Derkum, who was 24 years of age, was a locomotive fireman. He followed his brother into motorcycle sport, and, although afflicted with a very pronounced visual defect, had ridden with more or less success in several of the minor meets in California.

The hour race, in which Shafer so quickly flashed into the limelight, was the last event on the program, and apart from the wholesale shattering of records, it was a great race. Thirteen riders started. In the second mile, Raymond Seymour, riding an H. & H., a locally assembled machine, shot in front with Shafer, a big, pleasant faced and most enthusiastic member of the Los Angeles club, mounted on a Thor twin, and M. J. Graves, a comparative youngster, on an Indian, at his heels.

For six miles, Seymour maintained a tremendous pace and staved off every challenge from the other two. At ten miles, ridden in 10:29, Seymour was still in front. It was at that point that the records began to fall. Shafer never let up in his efforts to get to the front and on the 19th mile amid great excitement, he finally passed the leader in front of the grandstand, only to be repassed on the back stretch. Seymour thereafter continued to make the running into the 22d mile when his motor balked and he was forced to stop. He remedied the trouble after losing two laps, and though he made strenuous attempts, he never was able to cut down the distance he had lost, although he finished second and also got away inside of the old record by covering 54 miles.

When he stopped, Shafer, who had remained within five yards of him, at once assumed the lead and was never headed. Every mile saw the creation of a new record, and despite the fact that he then had victory well in hand Shafer never eased up. He stopped but once when he lost 31 seconds in taking on gasolene. He covered 25 miles in 26.05, thereby winning the special cup offered for the leader at that point; 30 miles were ridden in 32:31⅗; 40 miles in 42:05; 50 miles in 53:11⅕, and when the gun fired, denoting the completion of the hour, the new star had set up the new figure of 56 miles 660 yards.

All of the others save Seymour, Graves and Byron Beuneman (Minerva), had long since been beaten off. Although several miles behind, Seymour, as stated, gained second place and Beuneman third, the latter having covered 53 miles. Graves, however, protested that he had finished second, claiming that he had been overlooked when he made a stop for gasolene. Beuneman made a particularly plucky performance. in the 30 mile when he was three laps behind, his saddle worked loose and fell off. He seemed on the point of taking a fearful spill, but recovered his balance and rode 23 miles with only such rest as saddle post and standing on the pedals would afford.

Although his brother lay dying in the hospital, Paul Derkum left his bedside in order to fulfill his agreement with the club with which he had been on bad terms. Although in a highly nervous state, he could not be dissuaded, and on a Thor twin he essayed to ride a mile exhibition. He was timed a fast quarter in 13 seconds, but something went wrong and he failed to reach the half mile post. Derkum had been matched with Ben Bresee, the Fresno professional, but owing to the trying circumstances, the race did not occur. Bresee, however, rode several exhibitions, but did not touch the records.

Although overshadowed by the hour event, the other races were remarkable. In the first race, five miles for single cylinders, E. L. Parmalee got away first, but Al Ward came up fast, assumed the lead, and won easily by a quarter of a mile, with C. W. Risden in second place, and Parmalee third.

In the second race A. F. Mitchell, who is described as an "eastern amateur," but is unknown in New York, got away in the lead and was never headed, although Ward gave him a hard tussle, and seemed about to pass him in the third mile. Mitchell won by a hundred feet, with Ward second and C. F. Hoag, nearly a half mile behind, in the third place. The only A. F. Mitchell known in the East is a professional who has been riding regularly at the Paterson Stadium.

In the club challenge cup for single cylinder machines, the start was one of the prettiest of the day. M. J. Graves got the lead, but held it only for a mile, when G. Blaylock passed him. Graves hung on, and in front of the grandstand on the close of the fourth mile regained the pole by daring riding. He could not get away from Blaylock, however, and just at the finish, in the most exciting dash of the day, Blaylock won by less than two feet.

Another exciting finish was in the five-miles free-for-all single cylinder machines. The start was a pretty one in which Blaylock finally passed A. T. Wilson and took the pole, with Graves in third place. Wilson dropped out in the third mile, and Graves began to move up very fast. Blaylock held his lead until the finish, when Graves, who had been at his shoulder for a mile, pulled up even and ran him a dead heat across the tape.

The summaries:

Five miles, for fully equipped stock single cylinder machines having a piston displacement of less than 20 cubic inches—Won by Al Ward (Thor); second, C. W. Risden (Indian); third, E. L. Parmalee (Thor). Time, 6:17.

Five miles, for fully equipped stock double cylinder machines having a piston displacement of less than 40 cubic inches—Won by A. F. Mitchell (Simplex); second, Al Ward (Thor); third, C. F. Hoag (Indian). Time, 5:37.

Five miles, for Club Challenge Cup for single cylinder machines. Open only to club members owning their machines 15 days prior to race—Won by G. Blaylock (Thor); second, M. J. Graves (Indian); third, E. W. Hoag (H. & H.). Time, 5:25.

Five miles for Club Challenge Cup, for multiple cylinder machines. Open only to club members owning their machines 15 days prior to race—Won by G. Blaylock (Thor); second, Gus Fink (Peugeot); third, F. M. Gungay (Curtiss). Time, 5:34⅕.

One hundred yards, man against motorcycle—Harry Lightcap (Torpedo), won. Time, 11s.

Five miles, free-for-all, single-cylinder machines: Dead heat between M. J. Graves (Indian), and G. Blaylock (Thor); third, E. W. Hoag (H. & H.) Time, 5:30⅖.

Five miles, free-for-all for multiple cylinder machines—Won by E. E. Earhart (Indian); second, Raymond Seymour (H. & H.); third, A. F. Mitchell (Simplex). Time, 5:08⅕.

Australian pursuit race, free-for-all, for single cylinder machines, 15 miles limit—Won by A. T. Wilson (Merkel); second, M. J. Graves (Indian); third, Raymond Seymour (H. & H.). Time, 16:51⅗.

Ten miles, team relay race—Won by

team composed of Howard Shafer, E. W. Hoag, M. J. Graves, Raymond Seymour and E. E. Earhart. Time, 12:23⅘.

Australian pursuit race, free-for-all, for multiple cylinder machines, 15 miles limit—Won by Al Ward (Thor); second, Erwin Knappe (R-S); third, A. F. Mitchell (Simplex). Time, 13.09⅕.

Five miles, for stripped stock, single cylinder machines having a piston displacement of less than 20 cubic inches—Won by C. W. Risden (Indian); second, Frank McBride (R-S); third, Howard Shafer (Torpedo). Time, 6:14.

Five miles, for Risden Challenge Cup, for multiple cylinder machines having a piston displacement of less than 40 inches—Won by E. E. Earhart (Indian); second, Howard Shafer (Thor). Time, 5:12.

One hour, free-for-all—Won by Howard Shafer (Thor), 56 miles 660 yards; second, Raymond Seymour (H. & H.), 54 miles; third Byron Bueneman (Minerva), 53 miles. Second and third places protested. The times from 10 miles upward, all of which are world's records, are as follows:

Holder.	Miles.	Old Record.	New Record.
Seymour	10	10:38	10:29
Seymour	20	21:11⅗	20:51
Seymour	21	24:38⅘	21:51
Seymour	22	25:45⅖	22:54⅗
Shafer	23	26:57⅗	23:59⅗
Shafer	24	28:06	25:02⅘
Shafer	25	26:38	26:05
Shafer	26	30:25⅗	27:06⅖
Shafer	27	31:36⅖	28:07⅘
Shafer	28	32:45⅗	29:10⅘
Shafer	29	33:56⅕	30:13
Shafer	30	35:07	32:31⅗
Shafer	31	36:19	33:32⅘
Shafer	32	37:29⅗	34:34⅗
Shafer	33	38:39⅗	35:40
Shafer	34	40:22⅗	36:34
Shafer	35	41:49⅗	.....
Shafer	36	43:10	38:37⅕
Shafer	37	44:21⅖	39:39⅗
Shafer	38	45:36⅖	40:41
Shafer	39	46:51⅗	41:42⅖
Shafer	40	48:06⅖	42:45
Shafer	41	49:45	43:24⅖
Shafer	42	51:04⅗	44:51⅗
Shafer	43	52:21⅗	45:55
Shafer	44	53:39⅗	46:56⅖
Shafer	45	54:55⅕	47:58⅖
Shafer	46	56:12⅗	49:00⅘
Shafer	47	57:28⅕	50:04⅕
Shafer	48	58:46	51:06⅘
Shafer	49	.....	52:09
Shafer	50	.....	53:11⅕
Shafer	51	.....	54:13
Shafer	52	.....	55:16
Shafer	53	.....	56:19⅗
Shafer	54	.....	57:20⅖
Shafer	55	.....	58:33⅘
Shafer	56	.....	59:31⅕

Petit-Breton's Brother a Champion.

The House of Mazan has produced another champion, for on Sunday, August 30, Paul Mazan won the road championship of France, covering the 100 kilometres (62.1 miles) in 3 hours 26 minutes 5⅖ seconds. To the uninitiated it might be well to explain that Petit-Breton's real name is Lucien Mazan, and that his brother, Anselm, was also a famous rider some years ago. Paul, the youngest of the brothers, bears a twin-brother likeness to Petit-Breton.

AMERICAN TRAINER AIDED WILLS

"The Man of the Hour" a Failure Until American Took Him in Hand—Wills and His Mount.

Although it was not remarked at the time it appears that an American had a hand in the record breaking ride of Arthur E. Wills at Munich on August 17th, when he inscribed his name on the page of fame for all time by riding 61 miles 905 yards in 60 minutes. In commenting on the ride of Wills, the Irish Cyclist remarks, relative to his debut at Paris last year that Wills's "efforts were so poor, due to bad pacing, and, worse still, a bad trainer, that he was on the point of returning home and retiring, when he was taken in hand by an American trainer, who was quick to see his abilities." The identity of the American trainer is not disclosed.

Some of the details of Wills's great ride are interesting, especially the specifications of the bicycle he rode during the nerve-racking performance of riding more than 60 miles in one hour. The bicycle itself was of French manufacture and was fitted with a 23-inch front wheel and 1-inch tire, and 28-inch rear wheel with a 1⅛-inch tire. It was geared to 166⅔ inches, a ⅛-inch chain being employed. The frame of the machine was 18 inches, Wills measuring only 4 feet 11 inches in height.

The big single-cylinder pacing machine that Bertin used to pace his charge was a small-sized locomotive. Although it was only a single cylinder motor, it is rated at 32 horsepower, and Wills says that he is not exaggerating when he states that the explosions of the motor were so terrific that the grandstands were shaken.

In referring to his performance Wills said that he rode the first 6¼ miles in 6 minutes 25 seconds—remarkably fast time, considering the enormous gear and the time it takes to get properly going. After that distance the doughty little Englishman rode at over 67 miles an hour for some time and then kept up a steady gait of 63 miles an hour. Wills also stated that toward the end of the ride both he and Bertin were pretty tired from the excessive vibration, which he described as "something awful. Wills is 27 years oud and weighs 135 pounds.

Wills Continues His Record Breaking.

Arthur E. Wills, the world's hour record holder behind pace, is getting to be a real record breaker. After setting up new figures for the hour and breaking the standing start kilometre record, little Wills went after new honors on Monday, 7th inst., at the Parc des Princes track, Paris. He broke the flying start kilometre record by two seconds, covering the distance in 38 seconds, and in a ten miles trial from a standing start Wills broke the track record when he covered ten kilometres in 6:48⅘, and the world's record for ten miles in 10:42⅕. The previous world's record, 11:27⅖, was made by Bruni. Bertin paced him in both trials. Previously at the Parc des Princes track, Paris, on August 28th, Wills went against the standing start motor paced record of 56⅖ seconds, held by Poulain. The Englishman beat it by one-fifth of a second, but this did not satisfy him, and he made a second trial, this time reducing it to 55⅖ seconds.

Brocco Breaks His Own World's Record.

Brocco, the Italian rider who recently broke the world's hour human-paced record by covering 30 miles 1,667 yards in the 60 minutes of riding, did not let that mark remain on the books more than exactly ten days. In a race at the Velodrome D'Hiver, Paris, on Sunday, 30th ult., Brocco added almost a mile to his previous record and broke the records for all the intermediate distances. Brocco already has been engaged for the New York six days race, it is reported from the other side.

The event in which Brocco reduced his recently established world's record was an hour race behind tandems. Leon Georget was his opponent. Brocco, paced by Carapezzi and Toussaint, gained from the start and at 10 kilometres was inside the record. covering the distance in 11:11⅗. Georget was lapped in the 18th kilometre and at 20 kilometres Brocco had reduced the world's record by nearly a minute, his time being 22:52⅕.

When it was announced that the Italian had broken the record for the half hour there was a tremendous ovation. Ten days days ago he put the distance up to 25 kilometres 275 metres, but on Sunday he crowded 26 kilometres 60 metres into the 30 minutes of riding. His time for 30 kilometres was 34:32⅘, as against his previous record of 35:41⅗. Forty kilometres were covered in 46:24⅗, and 50 kilometres in 58:24, both world's records. The finish was reached a little more than a minute later. When the gun sounded at 60 minutes Brocco had covered 51 kilometres 378 metres, or its English equivalent of 31 miles 1,667 yards.

"Major" Taylor Beats the Mile.

At the Cafe Concert sports at the Buffalo track, Paris, August 28th, "Major" Taylor, who appears to have recovered from his motor accident very quickly, turned out to beat the paced mile record of 1:38, standing start, held since September 21st, 1901, by A. A. Chase, and made at the Crystal Palace. Finely paced on a motorcycle by Devilly, the black rider touched records at three-quarters of a mile, which he rode in 1:11⅗, beating Jack Green's record of 1:15, made at the Crystal Palace, August 2, 1899, by 3⅗ seconds, and completing the mile in 133⅗, beating the old time by 4⅗ seconds. E. Demangel, the French amateur crack, at the same meeting rode 500 metres in 34⅖ seconds, standing start, world's record. Darragon, motor paced by Naso, rode 5 kilos in 3:50⅕, track record.

RUN-OFF ORDERED AT CHICAGO

Seven Ties in Endurance Contest Makes Eliminating Test Necessary—Sand Plays Havoc with Competitors.

Chicago, Sept. 16.—After evolving seven perfect scores among trade riders in its two-day endurance run from Chicago to Kokomo and return, September 14-15, the Chicago Motorcycle Club had to call upon A. G. Batchelder, of the A. A. A. racing board, and David Beecroft, of the Chicago Motor Club, for an interpretation of the rules governing the contest to decide just what it could do in the way of awarding the only cup offered in this class. The rules plainly provide for ties and as a result an elimination contest will be started on Sunday, September 20, which will be continued until one perfect score remains.

The endurance contest itself was laid out over one of the worst stretches of road to be found in the neighborhood of Chicago. The 207 miles covered each day was passably good for 100 miles and almost hub deep in sand the other half. The 17 miles an hour schedule made it appear that a perfect score would not be possible and the result was a complete surprise, tending to demonstrate and impress upon the observing the growing efficiency of the two-wheelers.

The run was one of the most strenuous ever held under the auspices of the Chicago Club. In one respect, the long stretches of sand, it is probably more strenuous than anything of its kind attempted in this country. All of the road between South Bend and Kokomo—93 miles—and portions of the course between Michigan City and South Bend, is deep in sand at all times of the year under ordinary conditions, but the roads this year are worse than at any time in the last ten years due to the failure of rain to fall during the past seven weeks.

The contestants who finished the run are in bad shape physically from hanging to their machines in this rough going. George H. Meiser, riding an Excelsior, is in the care of a doctor, having fainted on the return trip from Kokomo near Michigan City, although he pluckily continued to Chicago and was rewarded by a perfect score. J. S. Tormey, C. S. Hinckley, J. S. Woodworth, A. G. Lyon and G. W. Lyon are all more or less bruised and are suffering from swollen wrists, swollen legs, etc. It is for this reason that the elimination test, which is to decide the winner of the cup will not be started until Sunday. It is not likely that Meiser will attempt to ride and one other may decline to contest, but these refusals will be due wholly to the physical condition of the riders, as the seven perfect machines are in control and will be held in charge by the club's racing board until the word to start the grind again is given at 5 a. m. Sunday.

The racing board, to atone for its lax rules for the contest, will only ask the "perfects" to go to South Bend in the elimination test, but they will be compelled to make the return trip all in one day of 12 hours, with six controls, covering 206 miles. This 12-hour run will be continued indefinitely, once it is started, and the "sharps" predict that three days will be about all that will be necessary to settle the ownership of the cup. The contestants themselves will be anxious to settle the argument for the double reason, that in addition to the hard riding they will be asked to stand all the expenses attached to running off the tie, viz.: checkers at controls and their expenses, garage bills and incidentals which will run up into high figures.

The question of interpretation of the rules was brought up in an odd manner. In some way the impression got out that in deciding the winner of the cup offered to trade riders and private owners, minutes and seconds would be considered in figuring controls, despite the fact that the rules allowed five minutes either way for variation of watches. C. W. Van Sickle, a member of the racing board, helped this impression along by confiding to several of the contestants that this was his interpretation of the rule, but when the full racing board met after the completion of the second day's run, a difference of opinion developed, with the result that A. G. Batchelder and D. Beecroft were called into the breach. Before the decision was obtained, there was much excitement among the contestants, every one going through mathematical calculations trying to discover some precious second or two, or possibly a minute, where they had been off at controls; then again it was a question of addition and subtraction to total the differences and compare them with that of rivals. Walter Davidson and Charley Hinckley also J. S. Tormey were caught at the dinner table with a maze of figures in front of them, each telling the other what he would do with the cup and the awakening came as a rude shock. The best story, however, is told on Woodworth. "Woody" is nursing a swollen wrist and was sitting at his desk in the Excelsior office sound asleep the morning after completing the run, when George Lyon, of the Indian tribe, walked in and woke him to inform him of the possible elimination run. Woodruff was so startled when awakened that he offered to impress the realization of his "dreamland victory" upon Lyon with his fists.

Of the nineteen entrants, eighteen toed the scratch when Dr. S. W. Fahrney gave the word to start the first day's run to Kokomo. The contestants paraded from the club house to Jackson Park and the real start was from that point. This was done to avoid the possibility of the riders racing through the streets. A large crowd of enthusiasts turned out for the start on motorcycles and on automobiles and the contestants were given an ovation as Woodworth, A. G. Lyon and Meiser (Excelsior) were sent off with G. F. Claussen (Torpedo)

SUMMARY OF CHICAGO MOTORCYCLE CLUB'S ENDURANCE CONTEST.

Class A—Private Owners.

Score in Points.	Competitor.	Mount.	P. D.	Tires.	Brake.	Jackson Park.	Valparaiso.	Michigan City.	South Bend	Rochester.	Kokomo.	Rochester.	South Bend.	Michigan City.	Valparaiso.	Jackson Park.
957	R. Sporleder, Wauwatosa, Wis.....3½	Harley-Dav. ..	30.13	G & J	Thor	0	0	30	0	0	0	0	0	13	0	0
	J. E. Starr, Chicago, Ill.....3	Landgraff	29.30	M & W-Good	Corbin	0	0	20	0	0	22	105	out			
	E. P. Lake, Chicago, Ill.....3	Merkel	26.96	M & W	Morrow	0	0	28	0	0	out					
	H. L. Terry, Milwaukee, Wis.....3¼	Harley-Dav. ..	26.84	G & J	Thor	0	0	0	0	0	out					

Class B—Amateurs in Trade.

1,000	J. S. Woodworth, Chicago, Ill.....3¼	Excelsior	26.84	M & W	Eclipse	0	0	0	0	0	0	0	0	0	0	0
1,000	A. G. Lyon, Chicago, Ill.....3¼	Excelsior	26.84	M & W	Morrow	0	0	0	0	0	0	0	0	0	0	0
1,000	G. H. Meiser, Chicago, Ill.....3½	Excelsior	29.03	M & W	Thor	0	0	0	0	0	0	0	0	0	0	0
1,000	G. W. Lyon, Chicago, Ill.....3½	Indian	26.96	M & W	Corbin	0	0	0	0	0	0	0	0	0	0	0
1,000	W. Davidson, Milwaukee, Wis.....3¼	Harley-Dav. ..	26.84	G & J	Thor	0	0	0	0	0	0	0	0	0	0	0
1,000	J. S. Tormey, Aurora, Ill.....5	Thor	38.60	M & W	Thor	0	0	0	0	0	0	0	0	0	0	0
1,000	C. S. Hinckley, Aurora, Ill.....5	Thor	38.60	M & W	Thor	0	0	0	0	0	0	0	0	0	0	0
	J. A. Turner, Chicago, Ill.....3	Merkel	26.96	M & W	Morrow	0	0	28	0	0	4	105	out			
	Fred Huyck, Chicago, Ill.....5	Indian	38.60	G & J	Corbin	0	0	0	0	0	3	0	out			
	N. C. Trumpour, Chicago, Ill.....3½	Indian	26.96	G & J	Corbin	0	0	0	0	0	out					
	Joseph De Salvo, Chicago, Ill.....3	Armac	24.74	M & W	Morrow	0	0	0	0	out						
	A. J. Hippel, Chicago, Ill.....6	N. S. U.....	48.10	Peter-Union	Band	0	0	0	57	out						
	G. F. Claussen, Palmer, Ind.....3	Torpedo	19.30	M & W-G & J	Thor	0	0	0	0	out						
	H. E. Wirth, Chicago, Ill.....3¾	N. S. U.....	27.70	Peter-Union	Band	0	0	0	out							

in the first batch of four. The contestants were started a minute apart and in groups of four and in five minutes all were under way.

A large party went along the first seven or eight miles but found the pace the contestants were setting was too stiff and returned to Chicago.

Of the eighteen starters four were private owners, but only two of the latter class ever reached Kokomo—Ralph Sporleder, of Wauwatosa, Wis., and J. E. Starr, of Chicago, and the former ultimately won the cup offered in his class, Starr was the only one to offer him any serious competition. Of the fourteen trade riders, nine reached Kokomo in the first day's run, making a total of eleven to register at the last control, or two more than reached the end of the first day's journey in the run of 1907, in which 27 started over the same course under a much milder schedule.



THE EXCELSIOR PERFECT SCORE TRIO, WOODWORTH, LYON AND MEISER

Two other contestants reached Kokomo during the evening, but they came up in inter-urban cars—N. C. Trumpour and H. L. Terry. Trumpour made himself immediately useful and when he learned that Huyck, his team-mate, had bent his handle bars, he immediately returned to Miami, Ind., via inter-urban car and came back with the handle bars from his machine. Terry came into Kokomo to get some pedal pins and a tire casing and rejoined the contestants on the road the next morning.

Turner, Lake, Starr and Ralph Sporleder ran into bad luck at Michigan City the first day. They were under the impression that the control was at the Vreeland Hotel, while their route books gave a garage as the control. In hunting the hotel they passed the control and their time was taken by the men in charge. They were twenty minutes early and registered a complaint because the control flag was not displayed but the racing board would not entertain it, contending that the result of the test was not affected by it in any possible manner.

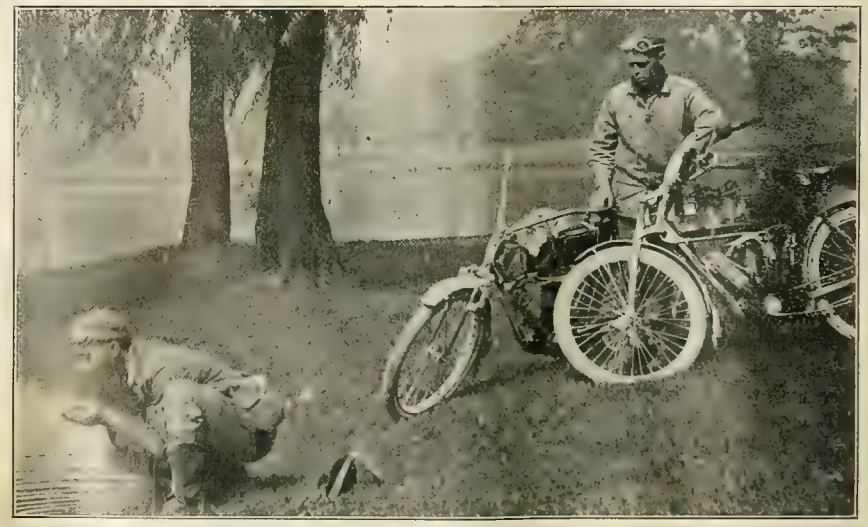
A large majority of the riders who registered at Kokomo were minus goodly portions of skin from different parts of their anatomy and minus much wearing apparel. The first day's run was characterized and featured by much high and lofty tumbling and some of these tumbles, in most cases unavoidable, were principally responsible for the spoiled scores. Arthur Lyon, though he finished with a perfect score, had a close call, when he spilled while travelling at about 40 miles an hour. His heel caught in the rear wheel and he landed in a ditch at the side of the road helpless. Tormey, on a double cylinder Thor, nearly ran over the machine, but Hinckley, also on a twin Thor, helped him out of the ditch and extracted his heel from the spokes. Lyon will be limping for several days.

J. A. Turner, too, had a comical fall just outside of Perrysburg, when he landed flat on his back with the machine straight up in the air and his feet in the pedals. Turner fails to see the comedy in the tumble be cause in coming down he smashed a crank axle and the damage resulted in four points penalization at Kokomo and ultimately forced him to quit.

To Tormey goes the honor of being the best tumbler among the contestants. He took no less than fifteen falls in the two days that the test lasted, used up close to a dozen pedal pins and with all of that finished with a perfect score. In one of his falls, a tire pump attached to the frame, was torn loose and thrown up at his head, cutting a bad gash. He explains a bad spill near Miami by declaring that a high ridge in the middle of the road came up and slapped him in the face while he was not looking and in the clinch which followed he lost a pedal.

Fred Huyck, the midget among the riders, had some bad falls and came in with the skin scraped off both knees, clothes ripped, one pedal gone and the other crank bent; also both handle bars badly bent. He had one or two hurry-up jobs to perform with his tires and this, combined with the falls, brought him into Kokomo with 3 points penalization.

E. P. Lake took a nasty header near Plymouth, Ind., and had a large hole in the gasoline tank as a memento. The repair of this held him up in the little burg until too late to get to Kokomo that night and he determined to wait for the contestants on the return trip, but he no sooner started



TORMEY AND HINCKLEY AT A WAYSIDE POOL

than he took another fall opening the old hole in the tank. Turner, who had lost a good deal of time in Kokomo repairing the crank axle and who had already lost a perfect score, tarried with Lake until the damage was permanently fixed.

The first to drop out was Wirth, riding an N. S. U. single cylinder. Magneto trouble caused him to ship back from Michigan City the first day. Claussen, on the Torpedo, was the next to fall, at South Bend, and from South Bend on the trouble com-

menced. DeSalvo, on the Armac, took a spill ripping his knee and when last seen near Lapaz, was loudly declaring that he would rather travel from New York to Chicago than tackle the sand dunes of Indiana. This recalls to mind that of the 18 who started in the endurance test, eight were also contestants in the New York-Chicago tour and in three instances, Woodworth, A. G. Lyon and J. A. Turner, the motors being the same which had previously been through the F. A. M. endurance run and then through the 1,112 miles tour. Turner's machine still bears the seals put on it in the F. A. M. endurance contest.

A. J. Hippel, an importation from the Eastern District, and who previously claimed Brooklyn as his home, rode an N. S. U. and lasted as far as Lapaz, where a broken spring fork landed him in a ditch and he gave up the ship.

Trumpour was hung up at Miami and deponent sayeth not whether it was tire trouble, mechanical trouble or other reason for leaving the machine 6 miles from the night control. He had a companion in misery at Miami in Terry, who needed tires.

Punctures and blowouts were numerous, but they were "bunched." Trumpour, Terry, Sporleder, Starr, Lake, Huyck being among the worst sufferers. Not one of the three Excelsiors had a puncture or tire trouble of any kind, while Hinckley, who went through the F. A. M. run without a puncture and later through the New York-Chicago tour without a puncture, still had his rabbit's foot with him and escaped trouble, while Walter Davidson also was lucky in this regard. He passed through the endurance contest in the East and also this 414 miles run without a semblance of tire trouble. The Morgan & Wright Company had a tire car along through both days of the contest, an Apperson Jackrabbit, driven by Norton H. Van Sicklen, dean of the Chicago motor colony. With him were J. J. Alexander and Dan B. Griffiths, of the M. & W. Company. The G & J Company took care of the riders by placing men at Michigan City, South Bend and Kokomo. T. V. Graves met the boys at Michigan City and then jumped to the Kokomo control, while W. C. Dowse was in charge of the G & J supplies at South Bend. C. H. Lang, of the Harley-Davidson Company, met the boys at Michigan City and Kokomo both days.

Investigation of the records of the contest shows that of the eighteen machines which started, four were multiple cylinder, one Indian, one N. S. U and two Thors. Six machines were chain-driven, nine had flat belts and three V belts. Only two full team representatives showed up in the perfect score column—the Thor and the Excelsior, the other perfects being one Indian and one Harley-Davidson. To the Harley-Davidson goes the honor of carrying off the private owner's cup and experts pick Walter Davidson, the winner of the trade riders' medal in the F. A. M. endurance contest, to repeat here in the elimination test.

Resolutions Proved News to Ovington.

As was expected, when E. L. Ovington, president of the Federation of American Motorcyclists, returned to New York on Saturday last after a visit to Boston, a very different complexion was given to the remarkable resolutions emanating from the so-called National Association of Motorcyclists, the letterhead outlaw organization which once each year revolves around a New England factory.

These resolutions, as will be recalled, stated that President Ovington had agreed to take the outlaws into the F. A. M. and give them full membership privileges, to restore all of the number who had been expelled, suspended or professionalized, and to "not violate their amateur and professional rules," all of which are conditions to which no official of the F. A. M. can legally bind the organization, and as Ovington is both sane and intelligent, his friends could not believe that he had done anything of the sort; and so it proved. He did not enter into any such agreement and was as much surprised as anyone to learn that he had done so. He first learned of the amazing resolutions when he read them in the Bicycling World last week.

Ovington states that all the conversation he had on the subject had to do with the transformation of the "national association" into an F. A. M. affiliated club, and a promise to use his influence for the reinstatement of such offenders as the rules permit to be reinstated.

New Club Requires F. A. M. Membership.

The Brooklyn (N. Y.) Motorcycle Club having dried up and blown away, the Linden Motorcycle Club, which was organized on Monday last, will fill the void in that part of New York City. The Lindens start with 27 members and these officers: President, Harold Fletcher; vice-president, William Erath; secretary, W. Elmer Finley; treasurer, John Pflieger; captain, Joseph Deitsch, Jr.; first lietuenant, Thos. Davis; second lieutenant, John Bern; board of governors, Henry J. Wehman, Grover Cleveland Davis, Louis Decker. The organization will become an affiliated F. A. M. club, one provision of its constitution requiring every member to join the F. A. M. within 30 days under penalty of forfeiture of club membership. The new club began business by challenging the New York Motorcycle Club to a game of baseball on October 4, the losers to pay for dinner.

Wheel About the Hub Grows Gasolenish.

Althugh "Papa" Weston has brought his facile pen to defend the evolution, the fact remains that the gold old Boston Club's Wheel About the Hub no longer is what it used to be. The wheels now employed are chiefly automobile wheels, not bicycles.

This was made increasingly evident on the occasion of this year's Wheel, September 12-14, when of 36 participants only 14 rode bicycles, and alas! "Papa" Weston himself was not of the number.

Of course the function was as enjoyable as ever and as a reunion of the real veterans who gave cycling its start in America it always will be of some interest, but to those who still are active cyclists and to the newer generation the most interest will attach to the men who still remain true to the old love. At one of the dinners last week, Augustus Nickerson remarked that he and Will Pitman has resolved to ride their bicycles even if they were the only ones to do so.

In connection with this year's Wheel about the Hub, what courteously is styled the National Assembly of the L. A. W., went through the motions of holding the annual meeting, the once proud league now being a mere incident of the Boston club's annual reunion. W. M. Meserole, of Brooklyn, N. Y., was made president and Abbott Bassett, needless to say, was contfessional rider, ascended in 1:11⅗.

Kellogg Stars on Wilbraham Mountain.

Stanley T. Kellogg, riding a 7 horsepower Indian motorcycle, was the real star at the Springfield (Mass.) Automobile Club's hillclimb, held on Wilbraham Mountain, Friday, September 12. After a long succession of high-powered automobiles thundered up the tough hill—the best of them making it in 1:08—Kellogg mounted his little machine and showed the people how to go up the measured mile incline in 1:03⅘—practically four seconds faster than any of the motor cars had made. By his victory he not only won the president's cup for breaking the record of the hill, but also the silver cup for the fastest time made by the member of the Springfield Motorcycle Club. Kellogg made his remarkable figure in the class for motorcycles not exceeding 61 cubic inches cylinder capacity, the other competitors in which were C. Gustafson (7 Indian), H. B. Lake (7 Indian), and E. A. Shotwell (7 N. S. U.), who went up respectively in 1:09⅗, 1:13⅘ and 1:22⅘.

In the event for motorcycles not exceeding 30.5 capacity and under, Gustafson won in 1:24⅗, with Kellogg second in 1:29⅗, and Lake third in 1:50; each of them rode a 4 horsepower Indian. Jake Derosier, the professional rider, ascended in 1:11⅗.

Most Successful of Recent Centuries.

The most successful ever held, was the unanimous verdict of all who joined in the Century Road Club Association's annual veteran's century run to Sayville, L. I., and return on Sunday last, 13th inst. For the first time motorcyclists were invited to go along, and this division was worked up so well by Henry J. Wehman, secretary of the F. A. M. that 42 motorcyclists swelled the number of "veterans" to 102. R. A. Van Dyke captained the run, which was paced by Mr. and Mrs. J. H. Larsen on a motor tandem. It is planned to repeat the run on October 11th.

TRIED 20 MILES AN HOUR SCHEDULE

San Francisco Club Set a Tall Pace for 400 Miles Endurance Contest—No Perfect Scores Attained.

Attempting to maintain a schedule of 20 miles an hour for 400 miles, the new San Francisco Motorcycle Club held its first endurance contest under F. A. M. rules on September 7 and 8. The route was from Oakland to Fresno Cal., and return. Twenty-two riders on twelve different makes of machines started and of this number the pace told so heavily that no one received a perfect score. The best performance for the two days was made by F. E. Karslake (Curtiss), who had 975 points out of a possible 1,000 to his credit at the finish. H. F. Merriweather (Thor) was second, with 969 points, and E. E. Stone (Thor) was third with 818. Before Fresno was reached on the first day, nine of the twenty-two starters had come to grief, and only thirteen contestants started on the return trip the next morning, all experiencing more or less trouble before the Golden Gate was reached.

The contenders set out and began the contest at the Oakland pier at 7 a. m. on the 7th, the schedule requiring them to make Livermore, via Hayward and Dublin Hill, a distance of 33 miles in 1 hour 50 minutes. The next control was at Crows Landing, where luncheon was served and three hours were allotted to cover this 59 miles. For the run from Crows Landing to Los Banos (33 miles) 1 hour 40 minutes were allotted, and thence to Fresno (68 miles) in 3 hours 30 minutes. The return trip starting at 6 a. m. on the 8th, was scheduled as follows: Fresno to Los Banos (68 miles) 3 hours; Los Banos to Gilroy, via Pacheco pass (53 miles), 2 hours 30 minute (with 30 minutes for luncheon at Gilroy); Gilroy to San Jose (30 miles), 1 hour and 30 minutes; San Jose to San Francisco (53 miles), 2 hours and 40 minutes.

It was a course that provided a diversity of road and that did not permit of much loafing en route.

No repairs or adjustments were permitted at controls and at Fresno, those machines that were still in the contest were locked over night and no tinkering permitted. Five minutes leeway was allowed at controls, and in all other respects the F. A. M. rules governing endurance contests were rigidly adhered to.

According to the rules, a gold medal was to have been awarded to the first and a silver medal to the second best clean score performances, but as no perfect records were made, these medals probably will be awarded to Karslake and Merriweather.

The starters in the run were: W. Dreyer, L. C. Heise, C. Heise, J. E. Stalz, C. R. Hunt, M. F. Strauss, F. A. Wilson, W. Ebken, E. E. Stone, E. C. Blair, George P. Petersen, C. L. Petersen, A. Zimmerman, C. Doueit, C. J. Thompson, H. F. Merriweather, C. R. Chapman, L. Eike, A. Chelini, F. E. Karslake, M. Ferrari, W. E. Deane.

Stubbs a Three Times Winner.

The Birmingham (Ala.) Motorcycle Club has held several race mets, but none was the equal of that which occurred on September 7. Four events were on the program, the curtain raiser of which was a five miles race for single cylinder machines. Four men faced the starter and House took the lead, holding it to the finish, closely



ROBERT STUBBS

pushed by Middlebrooks, who was second, and Holt third. The time was 6:40.

In the five miles for double cylinders, Robert Stubbs, Meagher and D. J. Bates took the lead in a bunch and were glued together until the finish, when Stubbs won by a margin of two feet in 5:50. Stubbs also disposed of Bates in a five miles match in the ert Stubbs, Meagher and D. J. Bates took time of 6:04. This race created the greatest enthusiasm of the afternoon and was a very close contest throughout.

Twelve men started in an exciting 25 miles handicap, and Stubbs, the lone scratch man, won in the fast time of 27:26, with Middlebrooks second and Mathis (9 minutes) third. The winner did the 23d mile in 0:58 flat.

The summaries:

Five miles,single cylinder—Won by House; second, Middlebrooks; third, Holt. Time, 6:40.

Five miles for double cylinders—Won by Stubbs (Indian); second, Meaghe (Indian); third, Bates (Thor). Time, 5:50.

Five miles match—Won by Stubbs; second, D. J. Bates. Time, 6:04.

Twenty-five miles handicap—Won by Stubbs (scratch); second, Middlebrooks; third, Mathis (9 minutes); fourth, Holt. Time, 27:26.

WESTERN DISTRICT ORGANIZES

Is First to Comply with F. A. M. Requirements—Adopts By-Laws and Elects Its Officers.

Chicago, Sept. 13.—The Federation of American Motorcyclists now has at least one properly organized district—its Western District. Under the guidance of John R. Ball, the new vice-president in charge of the District, organization was effected last night in accordance with the provisions of the revised constitution and by-laws. The District adopted by-laws and elected officers, Dr. S. W. Fahrney, of Chicago, being chosen vice-president. (This seems to give the District two vice-presidents), and I. H. Whipple, of Chicago, treasurer. The election of a secretary was postponed. I. F. Alofsin, the former incumbent, holding over meanwhile.

Alofsin, as chairman of the committee on constitution and by-laws, read the report which was adopted by rising vote. As a matter of constitutional requirement the Western District must annually conduct speed, reliability, hill climbing and other championships in conjunction with clubs with the district. An annual tour also is provided for. Each State within the district is given a vote on the executive committee of the District through the State Commissioner. Standing committees are provided for to look after competition, tours, legal action and good roads.

Another meeting will probably be held within 30 days, at which the election of secretary will be made and the standing committee announced.

Amateurs Who Live Without Laboring.

They may live without books, what is knowledge but grieving?
They may live without hope, what is hope but deceiving?
But the question that is in many minds lurking,
Is, how do these amateurs live without working?

This apropos of the talk that is going around in racing circles about five of the leading "simon pures" who are going to "get the hook" at the annual turnfest of the National Cycling Association. It is a semi-open secret that several of the winning amateurs have been accepting cash in lieu of prizes and that they are due to be ruthlessly thrust into the cash chasing field at the end of the present season. It is a fact that to become fast enough to class with the champions riders must devote practically all their time to training and riding, and also it is true that a majority of the crack eastern amateurs have not worked this season. As none of them have incomes or bank rolls large enough to quench three ordinary trainers' thirsts, there must be a working "nigger in the woodpile."

MATCH RACE EASY FOR KRAMER

Outgenerals Clarke at Madison Square Garden—Fast Five Miles for Professionals—Amateurs' Good Work.

Whether or not other riders are Frank L. Kramer's superiors in a hard open race, there is no doubt but that the champion is without a peer when it comes to match racing—French style—on the ten-lap Madison Square Garden track. There is only one man, so far as remembered, who ever has been able to take the East Orangeman's measure on the Garden saucer, and Iver Lawson is that man. Clarke tried it on Saturday night last, 12th inst., and failed in two straight heats. The first heat was close enough to bring the spectators to their feet, but in the second Clarke could not seem to get going and did not show any of the speed of which he is capable. Even if he had been in the pink of condition it is doubtful if he could have outgeneraled the Jersey flier, for it is said that Kramer knows every board in the Garden track.

It was a big crowd that turned out and there was lots of Kramer enthusiasm as well as otherwise. Besides the Salt Lake bunch of fliers was on hand and an interesting race between McFarland, Mayer, Downing, Anderson and the other kingpins was looked for. Promoter Powers certainly provided a card that no one could take exception to.

Clarke got the pole and the lead in the first heat of the match, the distance being one-half mile. He led for two laps when Kramer gave a mighty jump. Clarke made the mistake of not going soon enough to forestall Kramer's jump. The champion won by a half-wheel, Clarke giving him a great battle for the last lap and one-half. There was lots of Kramer enthusiasm at the finish of the heat and the crowd waited for Clarke to redeem himself in the second heat, at one mile.

But the Australian disappointed his admirers. After a fall and a restart he got the lead and kept it for seven and one-half laps, but made the mistake of not unwinding until Kramer jumped. At the bell Kramer had the pole and lead and Clarke was never able to get going fast enough to come up alongside, Kramer winning the heat and match by one and one-half lengths. As the result of the match it was announced that Henri Mayer, the German champion, will meet Kramer in a match next week. One enthusiastic Kramer admirer offered $200 at odds of 2 to 1 which Mayer immediately gobbled up, with an eagerness that bespoke great self confidence, and which gave his admirers immense assurance.

There was nothing slow about the five miles open for professionals. Hill wanted some lap money so he took the first six laps. Then after Billington copped one, Bardgett set the pace and got $5 for leading at the mile. Saxon Williams got the second mile and the third went to Vanoni. At 2½ miles McFarland punctured and just after the third mile Mayer's front tire blew up, causing the German champion to fall on the turn out of the homestretch. Downing also had quit with a flat tire. Just before the fourth mile Saxon Williams tried to steal a lap on the field, but Lawson held on to him and a few minutes later Saxon slowed up and fell. Halligan took a flier and scored many laps before Bardgett pulled the bunch up in fine style and then quit. Anderson assumed the lead three laps from home and with John Bedell on his rear wheel unwound the final sprint. The Dane showed marked improvement and lots of speed when he led John Bedell across the line by a clear length. There was quite a scramble for third and fourth money which was taken by Lawson and Menus Bedell in the order named. Halligan got the fourth mile prize and also the money for leading the most laps, having 15 to his credit.

George Cameron of the Irish-American A. C. rode a fine race in the mile handicap. He started from scratch in the final heat with Stein and Hill,, did all the pacing for the back-markers and won out in a pretty burst of speed in the fast time of 2:01. In the five miles for "simon pures," Cameron switched Hill very openly and although he finished first was disqualified. Hill got the prize, with Dave Mackay second and Hugh McPartland third. Summaries:

Five miles open, amateur—Won by Fred Hill, Armory A. A.; second, Dave Mackay, Newark; third, Hugh McPartland, Boston. Time, 10:11⅖. Cameron finished first but was disqualified. Lap prize winner, Peter Drobach, Boston. Leaders at miles, Stein 2, Hill and Drobach 1 each.

One mile handicap, amateur—Won by George Cameron, Irish-American A. C. (scratch); second, Anthony Backetty, Akron W. (120); third, Dave Mackay, Newark (20). Time, 2:01.

One-half mile novice—Won by Samuel Struber, Brooklyn; second, Anthony Rocco. Time, 1:14.

One-half mile handicap, professional—Won by Joe Fogler, Brooklyn (10); second, Teddy Billington, Vailsburg (40); third, E. F. Root, Boston (20); fourth, Hardy K. Downing, San Jose (25). Time, 0:57⅗.

Five miles open, professional—Won by N. M. Anderson, Denmark; second, John Bedell, Newark; third, Iver Lawson, Salt Lake City; fourth, Menus Bedell, Newark. Time, 10:57⅘. Lap prize winner, Halligan, 15 laps. Mile prizes won by Bardgett, Halligan, Vanoni and Williams.

Match between Frank L. Kramer, East Orange, N. J. and A. J. Clarke, Australia—First heat (one-half mile), won by Kramer. Time, 1:03. Second heat (one mile) and match, won by Kramer. Time, 2:39.

UPSETS "CHAMPIONSHIP" FRAME-UP

MacLean at Clifton Rides Rings Around Eck's Motor Paced Favorite—Cycle Pursuit Race a Thriller.

If one cares to accept Tom Eck's reckoning, Hugh MacLean, of Chelsea, Mass., is motor paced champion of American for 1908. He won the title by running little George Wiley, of Syracuse, N. Y., off his feet in their 20 miles match at the Clifton Stadium on Sunday last, 13th inst. Incidentally, Champion MacLean broke all records behind small motors, covering the distance in 28:56⅖.

It was not known that any series of paced races for the championship of America was in progress, but as Tom Eck, who is managing Wiley, had it all figured out that MacLean was only four points ahead of his protege prior to the race last Sunday, it must be so. That race was to decide the championship, so Eck insisted, and he was so confident that Wiley was going to wallop the champion that he wanted to bet money on the result. Despite the fact that Wiley's pacemaker had the machine all rigged up to defeat MacLean, the champion was not a bit alarmed from the start.

Paced by Charles Turville, MacLean tacked the first lap on Wiley within six miles and after that it was simply a runaway, the Chelsean winning by a margin of eight laps. The champion would not have beaten Wiley so bad if he had not been nettled because the latter tried to ring in a pacing machine that was not according to understood regulations. The episode made MacLean "sore" and he decided to show just how fast he could ride. The result was a record behind small motors.

By far the best bicycle race that has been seen in the East this season was the unlimited team pursuit between four riders representing the Clifton Stadium and a quartet from the Newark Velodrome. Cameron, Jones, Drobach and Eifler were on the Stadium team, while Champion Stein, Hill, Mackay and Kluczek were up for the Newark track.

When one mile six laps had been covered and there was no appreciable gain by either team the large crowd sat up and began to take notice, but when two, three, four, five miles passed and still there was no gain by either team mouths began to open in astonishment. The Stadium team lost Cameron, and Mackey and Kluczek withdrew from the other team, leaving Hill and Stein to go after the other three. Hill and Stein kept plugging away and at six miles had gained a trifle, and at two laps after seven miles some one yelled to Hill that if he sprinted he could see the opposing trio in the stretch. Hill did make a magnificent sprint, pulling Stein up and in another lap it was over, after Stein uncorked and

passed the team. The time for the 7⅓ miles was 16:40⅖.

If George Cameron had been able to win the two-thirds mile handicap the world's record would have been broken. The best previous figure was 1:18, and in the race of last Sunday, Jones, who started from 20 yards, won in 1:17⅗. All the men were bunched at the finish, but Cameron, the scratch man could do no better than fourth. Fred Hill won the ⅓ mile open, with Frank Eifler second, Cameron third, and Stein fourth. The summaries:

One-third mile open, amateur—Won by Fred Hill, Armory A. A.; second, Frank Eifler, C. R. C. A.; third, George Cameron, Irish-American A. C.; fourth, Charles Stein, Irish-American A. C.; Time, 0:41⅕.

Two-thirds mile handicap, amateur—Won by Fred W. Jones, Passaic (20); second, Peter Drobach, Boston (40); third, Hugh McPartland, Boston (50); fourth, George Cameron, Irish-American A. C. (scratch). Time, 1:17⅗.

Twenty-miles, motor paced, professional—Won by Hugh MacLean, Chelsea; second, George Wiley, Syracuse. Time, 28:56⅖. (Record for small machines.)

Three miles motor, professional—Won by Carl Ruden, Boston; second, Arthur Mitchell, New Orleans; third, Charles Turville, Philadelphia. Time, 3:45⅕.

Unlimited team pursuit, amateur—Won by Newark Velodrome team (Stein, Hill, Mackay, Kluczek); second, Clifton Stadium team (Cameron, Jones, Drobach, Eifler). Distance 7⅓ miles. Time, 16:40⅖.

Disgraceful Wrangling at Baltimore.

The bicycle events in the municipal games at Paterson Park, Baltimore, on Saturday, 12th inst., resulted in a merry row. An Australian pursuit team race was on the card and before it began there was considerable wrangling about the eligibility of the Racycle Club. The officials grew so disgusted and exhausted with arguing that the bicycle events were postponed until all of the rest of the athletic program had been run. When the race finally did come off, the Lafayette Wheelmen finished first, and immediately the Carroll Cyclers, the second team, registered a hot kick and protested all over the place on the ground that the Racycle Club had by prearranged plans, blocked the Carrolls and prevented them from getting into the sprint in time to cut a figure. The none too friendly feeling was clearly manifested in the following event and was doubtless the cause of a wholesale spill, in which nearly every rider on the track was mixed. A dozen men were bunched and going at a hot clip when the air suddenly filled with flying pieces of bicycles, shooting riders, et cetera, that came down in a beautiful tangle. Ten men were badly scratched and "bunged up," although none sustained any broken bones. On account of the smashup, no decision was made and the rest of the cycle program was abandoned. The whole affair did not help the cause of cycling.

WESTERN AMATEURS COME EAST

Giles and Halstead Leave Utah for New York—Started to Ride Across Continent, but Tonsilitis Prevented.

Parley Giles and Alfred Halstead, two of Salt Lake City's fastest bicycle riders, arrived in New York City Thursday afternoon, this week, but not as they had expected to reach Gotham. Giles and Halstead left Salt Lake City on Wednesday, 9th inst., to ride to New York City on their bicycles. They had not been out of Zion more than a day and a half before Giles began to feel badly, but both boys pushed



ALFRED HALSTEAD PARLEY GILES

on to Denver, 750 miles, by Sunday night.

Arriving at the Queen City, Giles consulted a physician, who told him he had tonsilitis and advised against continuing the trip, as the exposure to which he would be subjected, would in all probability bring on pneumonia. Much against their will they were compelled to take a train from Denver, arriving in New York City, as stated, Thursday afternoon.

Giles and Halstead are among the best amateurs that competed at the Salt Lake tracks this year, the former having broken several world's unpaced records. Halstead was always a one, two or three finisher and before going to Salt Lake City rode as a member of the Bay City Wheelmen, of San Francisco. He originally came from South Africa and won his first road race there on May 1st,, 1900. The prize was a silver watch, which he has carried ever since.

Giles and Halstead will remain in the East for some time and will ride in the amateur races. They expect to show the eastern cracks a few points as soon as they become acclimated and have already challenged the Champion Stein and George Cameron, both of the Irish-American A. C., to a match pursuit to take place in Madison Square Garden next week. If reports speak truly, however, neither Stein nor Cameron then will be amateurs.

Motorcycle Championships Thrown Open.

After trying for several weeks to obtain a safe and accessible New York track on which to run off the deferred F. A. M. national championships, the F. A. M. 1908 Meet Club finally has been obliged to abandon the effort. Despite the fact that owing to the new anti-betting law, horse racing in New York is on the decline, the owners of the tracks appear anxious to recoup their losses by naming impossible conditions for the use of their properties. The three championships which thus are thrown open are the one, five and ten miles events, the medals for which the Meet Club had made and paid for. These are the championships which were to have been decided during the F. A. M. annual meet, but which were withdrawn when most of the entrants "shied" at the narrow, six lap track at Paterson, N. J., which the builders had promised would be safe enough for practically unlimited speed.

Ross Wins Two Handicaps from Scratch.

Three motorcycle races were held on September 12 and 13 at the Latonia, Ky., track in connection with a two days' automobile meet. Two were five miles handicaps, with good fields of starters. Saturday's event was won by Oliver Ross, who, starting from scratch reeled off the five laps in 6:21⅕. Harry Beecher and Emil Bueger, with 25 seconds handicap, were second and third, respectively. Sunday's races saw Ross again win from scratch, although his time, 6:27⅕, did not come up to his previous mark, owing largely to the plowed condition of the track. Otto Miller (scratch) was second, and Joseph Wanstrath, with a handicap of 40 seconds, third. In a two miles match race, however, Ross was beaten by Miller in 2:34⅘.

De Palma Again on the Ineligible List.

Ralph De Palma, of Brooklyn, N. Y., who after nearly five years of earnest pleading, obtained reinstatement several months since in the N. C. A. and the F. A. M., and after signing a statement promising to "be good" forevermore, is in trouble again. Although he had been making a big name for himself as an automobile race driver since he was restored, De Palma could not resist the temptation to participate in an outlaw 24 hours automobile race last week and as a result he is again ineligible to compete as a cyclist or motorcyclist, the N. C. A. and the F. A. M. having alliances with the American Automobile Association.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

KRAMER RIDES A CHAMPION'S RACE

Clinches His Title in Brilliant Burst of Speed—Victory Elicits an Ovation—Amateurs in a Spill.

Probably never in his career has Frank L. Kramer of East Orange ridden a better race than that at the Newark Velodrome last Sunday, 13th inst., when he won the one mile National Cycling Association championship. Kramer was a marvel, a whirlwind, and all who saw the great ride he put up in the final heat wondered why he has not had the courage to ride by himself all season instead of framing up in combinations against other riders. Kramer had Anderson, the Dane, to help him last Sunday, but Anderson never had a chance, because he was not needed.

Naturally, the mile championship was the tid-bit of the meet and as usual it was run in trial and semi-final heats, thus bringing four men in the final heat. The first semi-final heat saw Root, Kramer, Downing and Bardgett in line. Root was out to pull Kramer and Downing helped Bardgett. Root, with Kramer on his rear wheel, led for the first three laps, when Downing brought Bardgett around to the front, leading at the bell. Bardgett was turned loose on the backstretch of the last lap, but Kramer got alongside at the turn, and although Bardgett gave him battle he was no match for the champion, who won by a wheel. Neither man over-exerted himself as there were two to qualify.

The feature of the trials was when little Mitten defeated Joe Fogler in a whirlwind sprint, to the great delight of the spectators. This put Mitten in the second semi-final along with John Bedell, Clarke and Anderson. There was considerable jockeying for a few laps and Clarke looked pocketed at the bell, when John Bedell and Mitten went by. Anderson was away out in front, but Clarke sailed after him and made a beautiful sprint, the Dane winning the heat by only a couple of inches.

The lineup in the final heat, from the pole out was Kramer, Anderson, Bardgett and Clarke. The Australian kept his eye on Kramer and held on his rear wheel. Just before the bell Clarke jumped and got somewhat of a lead into the backstretch. At that time Kramer looked beaten, but the spectators were brought to their feet a moment later when the champion gave a mighty dig to the pedals and traveled up the back stretch faster than he had ever ridden before. He went by Anderson, his team mate, as though the latter was standing still, and then Bardgett felt the breeze as Kramer whizzed by him. Clarke felt Kramr coming and he started for home, but the champion was coming up twice as fast and around Clarke he went. The race was over the minute the men hit the homestretch and both eased up, Kramer turning his head to gloat at the Australian who, by the way, was his team mate when the champion rode in Salt Lake City two years ago. Anderson came up strong from the rear and got to the tape in front of Clarke. The victory puts Kramer in lead for the 1908 championship with 15 points. Bardgett is second with 9 points, Fogler has 6, John Bedell 5, Anderson and Wiley 3 each, Clarke 2 and Rupprecht 1.

The scene just after the finish of the championship had a European flavor. The crowd rose with one accord and the volume of applause that burst from them must have been heard miles away. Everybody crowded around Kramer to shake his hand and someone brought out an immense floral horseshoe. Little Miss May Warshaw, of Vailsburg, just three years, made the floral presentation and Champion Kramer leaned over and kissed her. It was embarrassing for a girl to be kissed there before 8,000 people and Little Miss Warshaw could not well be blamed for letting the tears come to the surface and roll down her pretty pink cheeks.

The victory of Ben Hill in the two miles handicap was the second feature of the day and Hill got a big measure of applause for the trick. The handicapper had been unusually generous to Hill, Guery and Haug, placing them almost on the scratch men. From their position Hill and Guery sprinted and caught Clarke and Kramer at the start and then hung on tenaciously for the remainder of the distance. The field was not able to gain the lap that would have been necessary to put Hill and Haug back on even terms. Kramer got fourth and Mitten fifth.

As the best amateurs were at the Clirton Stadium the amateur events did not result in any world's records. The two-thirds mile handicap went to L. J. Weintz, of the New York A. C., and the ten miles open was marred by a big spill three laps from home, in which nine men went down among them being Oscar Goerke, who was looked upon to land a prize. Walter Schlee made one of the best sprints of the season and was able to defeat Charles Frank rather easily. The summaries:

Two-thirds mile handicap, amateur—Won by L. J. Weintz, New York A. C. (45); second, Joseph Passenger, Newark (40); third, Walter Schlee, Naval Reserves (15). Time, 1:16⅘.

Ten miles open, amateur—Won by Walter Schlee, Naval Reserves; second, Charles Frank, Naval Reserves; third, Jacob Magin, National T. V. W. Time, 23:32⅗. Lap prize winner, Clarence Carman, Jamaica, 18 laps.

One mile invitation, professional—Won by J. Fogler, Brooklyn; second, C. L. Hollister, Salt Lake City; third, Floyd Krebs, Newark. Time, 1:58⅘.

One mile consolation, amateur—Won by Oscar Goerke, National A. C.; second, Edward Siefert, Vailsburg; third, W. A. Lampear, New York. Time, 2:16.

Two miles handicap, professional—Won by Ben Hill, Newark (250); second, Al Guery, Newark, (225); third, E. F. Root, Boston (60); fourth, Frank L. Kramer, Newark (scratch); fifth, W. L. Mitten, Davenport, Ia. (120). Time, 3:56. Lap prizes—Hill 6, Guery 4, Haug 1.

One mile National championship, professional—Finel heat won by Frank L. Kramer, East Orange; second, N. M. Anderson, Denmark; third, A. J. Clarke, Australia; fourth, Walter A. Bardgett, Buffalo. Time, 1:58⅘.

Salt Palace Winds up Its Season.

Salt Lake City, Sept. 9.—The season at the Salt Palace saucer closed last night with what was left of the Labor Day card, but this was sufficient, and the four events were of the kind that furnish ample excitement. The meet on Labor Day had been postponed on account of rain after two events had been disposed of. One was a mile team pursuit, Hardy Downing and Floyd McFarland against Walter De Mara and W. E. Samuelson. The former pair of aces won. The half mile open on the same night resulted in a victory for J. B. Hume, who beat out Crebs and Halstead in the fast time of 1:00⅖.

It is not often that the loser in a race gets much applause but Hollister got it last night. In the match team pursuit Achorn and Morgan dropped from the American team early and left West and Hollister to fight it out with the foreigners, Palmer, Senhouse, Walker and Devonovitch. For more than a mile the two Americans held their own against the perfect team work of the foreigners when West blew up and left Hollister all alone. The plucky rider kept the four off for a half mile before they passed. That is why Hollister got a big ovation. The summaries:

Two miles open, professional—Won by S. H. Wilcox; second, C. L. Hollister; third, W. E. Samuelson; fourth, Gordon Walker. Time, 4:01⅗.

Two miles handicap, amateur—Won by McCormack (30); second, Halstead (scratch); third, Wright (20); fourth, Lawrence (scratch). Time, 4:10⅖.

Team pursuit, Americans vs. foreigners—Won by Foreigners (Senhouse, Devonovitch, Palmer, Walker); second, Americans (Hollister, West, Morgan, Achorn). Distance, 2 miles 6 laps 150 yards. Time, 5:52.

Five miles motor, professional—Won by Samuelson; second, Whittler; third, Turville. Time, 6:05.

Pace Follower Butler Off for Paris.

Nathaniel Hawthorne Butler, one of America's best pace followers, sailed on the White Star liner Majestic, Thursday morning. Butler will ride in Paris this winter. Butler has been so interested in part management of the Newark Velodrome this season that he has not had time to devote to riding, but hopes to get into shape soon after reaching Paris, when he will show some of the newcomers what a veteran can do.

AMATEURS STIR GARDEN CROWDS

Stein Proves His Speed to Cameron—Whirlwind Five Miles Won by Mackay—Colored Championship Decided.

In connection with the six days "two-hours-a-night" race at Madison Square Garden, New York, the amateurs were given their innings each night in short distance events, preliminary to the starting of the main grind. With the exception of the big race the series of match races between Amateur Champion Charles Stein and George Cameron drew as much attention as any other. Cameron went abroad to compete in the Olympic races just after the series for the amateur championship began. Stein won the championship, but Cameron thought he was the better rider and it was to settle the dispute that the series between the pair was put on.

The first match was on Monday night, the distance being one-half mile and Stein let Cameron lead until the second lap from the finish when he jumped. After that it was all over, Stein winning easily in 1:04⅗. Cameron won the second heat, and when the pair lined up for the final it was seen that there was going to be a real battle as there was no friendliness between these two despite the fact they are club mates. Stein led and when Cameron made his bid a lap from home he met it with a sprint, and neck and neck the pair came around. The finish was one of the closest seen in the Garden for many a day. Opinion was divided as to the result. Some of the spectators thought Stein had the advantage on the line by an inch, but the judges agreed that it was a dead heat. After it was over Cameron walked over to Stein and held his hand, but the champion was mad and foolishly refused to shake hands, and turned and walked away without speaking to his club mate. A lot of Stein's friends thought he had won the heat and they voiced their disapproval of the judges' decision.

Stein had not gotten over his mad spell by the time he and Cameron lined up for the mile match on Tuesday night. Stein proved the victor in two straight heats and he repeated on Wednesday night at the quarter distance, which many of Cameron's admirers thought he would win. Cameron and Stein buried the hatchet long enough on Thursday night to ride as a team in a match pursuit against L. J. Weintz and William Vanden Dries, representing the New York A. C. The Irish-American cracks were logically winners before they started and did not exert themselves until after a mile, when they began to pedal a little faster and in three laps more overhauled and passed the Mercury Foot riders. Time, 2:55.

Fred Hill, of the Armory A. A. of Boston, won the mile repechage handicap on Monday night, starting from the honor mark. Dave Mackay, who had 30 yards, finished second and William Lamphear got third. Time, 2:03⅗.

The five miles open on Tuesday night was about as wild a scramble as anyone would want to see. Fred W. Jones, of Passaic, started to gain a lap just after the start and the way the field strung out looked like one of the wildest six day sprints. Jones pulled his own "cork" and Dave Mackay and Fred Hill, who had been taking advantage of the pace set by the Jerseyman, were able to go out and close the gap on the field. Hill's chain broke at 2½ miles, but he pluckily picked up another wheel and started again. As he was a lap ahead Mackay had no trouble in winning the race and also the lap and mile prizes that went with it. In the scramble for the other places Oscar Goerke got second and Clarence Carman third. The time was 1:10⅗.

The future "Major" Taylors got a cheer when they lined up 11 strong for the one mile colored championship. In last year's championship all but one of the riders fell, but in Tuesday night's race there was not an accident. Louis Francis, of the Calumet Cyclers, had the winning sprint, while two unknowns—James Roberts and Earl Adams—rushed up and got second and third. Such champions as Hardy Jackson, "Bill" Penn, Ike Lindsay and Arthur Johnson, were left behind in the ruck. The time was a record for a colored championship—2:25⅗, for the mile.

Another mile repechage handicap occupied the early hours of Wednesday evening and Louis J. Weintz, of the New York A. C., was as strong as a horse from his position of 60 yards. Weintz soon overhauled the limit men and after that no one was able to pass. He won easily, with J. M. Eifler (100 yards) second, and Gustave Duester (130) third. Time, 1:59⅗.

After making a brilliant ride from scratch in the mile handicap Thursday night Fred Hill had to be foolish enough to cut in on the pole in the last lap. He finished first but was disqualified, the victory going to Walter Schlee from 90 yards, with L. J. Weintz, 50 yards, second. J. M. Eifler, 80 yards, was third. Time, 2:01⅗.

Motorcycle Events at Louisville.

In connection with an automobile meet held on Churchill Downs, Louisville, Ky., on Saturday, 12th inst., two motorcycle events were decided. The first, a two miles race, was won by F. M. Callahan, in a field of four starters. Lee Miles pressed him for second place, and R. O. Rubel, Jr., was third, the time was 3:00⅗. The other event was a special one mile match between George Dunham of Louisville, on his motorcycle "Damfino," (flying start), and George Salzman driving the 120 horsepower Thomas Vanderbilt cup car (standing start). The latter toyed with Dunham and in the stretch ran away from him, winning in 1:28⅕. The contest was a real exciting one until Salzman got ready to win.

CHAMPIONSHIP IS DECLARED OFF

Canadians Refuse to Countenance a Loafing Race—Spill also Mars the C. W. A. Meet at Toronto.

A spill which put several good men out of the running, spoiled the Canadian Wheelmen's Association's mile championship race, held at Toronto, Saturday, the 12th inst, in connection with an automobile gymkhana. In the fourth lap of the second heat of this race, three contestants went down with a heap, George Young being run into and knocked down by H. McDonald and D. Eigerman landing heavily on top of the latter. To add to the disappointment, the judges declared the event "no race" owing to the slow time made in the final. A time limit of 2:30 had been made, and the first heat, won by T. J. Bulger, was inside those figures, but the second heat was outside. In this latter, L. W. Marshall had a bad fall when about to cross the tape. In the final Bulger, Alex Barrie and W. J. Rogers, who had qualified did not ride up to a 2:30 pitch, and the referee called off the race.

M. D. Jones won a mile novice event in 2:25⅗, after a pretty fight. Alex Barrie was second and O. J. Snider third.

The half mile Canadian championship was captured by W. Anderson in 1:06⅘, with G. R. Young and H. L. Young second and third respectively. Anderson also won the mile open in 2:28⅕, in which H. L. Young finished second and H. McDonald third. The time was 2:28⅕.

H. Greenwood won the five miles for motorcycles. S. Clarke was second and H. Kipp third. Time, 8:46.

The summaries:

One mile novice—Won by M. D. Jones; second, Alex Barrie; third, O. J. Snider. Time, 2:25⅘.

Half mile championship—Won by W. Anderson; second, G. R. Young; third, H. L. Young. Time, 1:06⅘.

One mile—Won by W. Anderson; second, H. L. Young; third, H. McDonald. Time, 2:28⅕.

Five miles motorcycle—Won by H. Greenwood; second, S. Clarke; third, H. Kipp. Time, 8:46.

Thiele Breaks Long Standing Record.

Fritz Thiele broke the long-standing world's record for three hours behind pace, at the Stelitz track, Berlin, on August 30th, when he covered in that time 232 kilometres 450 metres, equal to 144 miles 618 yards. The old record was held by Thaddeus Robl at 123 miles 1,232 yards. It is a coincidence that Robl was in the race in which his old record was erased, finishing third. Stellbrink was second, Bruni fourth, and Demke fifth. Theile's average speed for the three hours was about 48 miles an hour, which in competition, is to employ the vernacular, "sure going some."

SIX-DAYS RACE IN INSTALLMENTS

New York Tries Experiment and Seems to Like It—Exciting Sprints, Several Spills and Some Dirty Work.

Six day racing on the two hours a night plan was inaugurated in Madison Square Garden, New York City, on Monday night last, 14th inst., when fourteen riders, representing that many teams, began the struggle that will not end until half-past eleven o'clock to-night (Saturday). There was only the absence of the redolent "hot dogs," the ping-pinging from the shooting gallery and the barkers' cries emanating from the basement, reinforced by mechanical whistling of popular airs in the arena to make it like the long grind that annually takes place in December. The riders were paired off in teams with the rules of the big six day race prevailing, and there was even an international flavor to the contest as riders from Australia, Denmark, Germany, Italy, and Russia were represented in the running.

The teams that started, the first named rider in each case taking the first trick of riding, were as follows:

Iver Lawson, Salt Lake City, and A. J. Clarke, Australia; N. M. Anderson, Denmark, and Henri Mayer, Germany; Joseph Fogler, Brooklyn, and Frank L. Kramer, East Orange; Hardy Downing, San Jose, and Floyd A. McFarland, San Jose; James F. Moran, Boston, and E. F. Root, Boston; Menus Bedell, Newark, and John Bedell, Newark; Elmer J. Collins, Lynn, and Patrick Henry Logan, South Boston; Charles Vanoni, Italy, and Floyd Krebs, Newark; Charles Sherwood, New York, and Edward Rupprecht, Newark; Theodore Devonovitch, Russia, and Gordon Walker, Australia; Worth L. Mitten, Davenport, Iowa, and Saxon Williams, Salt Lake City; Walter De Mara, San Francisco, and C. L. Hollister, Salt Lake City; Ben Hill, Newark, and Theodore Billington, Newark; J. T. Halligan, Newark, and Alfred Ashurst, Newark.

Collins led the first mile in 2:03 and Moran was in front when the second mile was completed. The first change was made by McFarland, who relieved his partner and then Logan replaced Collins. There was no excitement until Lawson sprinted to the front when he saw Clarke about to come on. He delivered a good lead to his partner and the little Australian was making good use of it when Krebs fell. The bell rang and sprinting was at an end. Just after they had got going again De Mara punctured. The puncture fiend got in deadly work on the French silk racing tires for besides DeMara, Kramer, McFarland, Hollister and Mitten also suffered mishaps of this character.

John Bedell led at the end of ten miles, covered in 23:43⅗. All the teams were tied at the hour, 25 miles 3 laps having been covered up to that time. It was early seen that Billington never had any license to start in such fast company. He repeatedly lost distance that Hill had to come on and make up. Before the evening was over Billington had lost four laps for his team. The bunch good naturedly let Billington gain one of the laps he had lost, but he lost it again soon afterward. There was no serious effort to gain a lap during the first night, although John Bedell did wake the bunch up once when he jumped and delivered a half lap lead to his brother Menus, which was lost, however, when Clarke brought the procession up.

The first real excitement was in the final mile, to the winners of which each evening three prizes are offered. Downing had been pulling Fogler and had turned him loose for the final sprint when Clarke made his bid and started by Fogler on the turn into the backstretch. Clarke came down just as Fogler ran wide, and the latter's front wheel brushed against the Australian's rear wheel. Then occurred one of the most spectacular falls ever witnessed in the Garden. Fogler shot up the bank and crashed through the guard rail as if it were paper. Root and John Bedell were close up and could not get out of the way. All three riders disappeared over the side of the track in quicker time than a man can snap his fingers, and the bigger part of the crowd feared an announcement that at least one of the unfortunates had been killed. Poor John Bedell, who has had as much bad luck as any other rider in the game, was the worst sufferer. There was a wide passageway between the outer edge of the track and the boxes and Bedell must have fetched up against the side of the boxes. Root escaped unscathed and Fogler received a scalp wound which required two or three stitches to close, but Bedell was really hurt. He was badly shaken up and received several contusions about the face and shoulders, while one of his right ribs was pressed in so far that it was difficult for him to breathe. John was a gamester, and said that he would start in the race the following night but as he could hardly walk the following day he was compelled to retire. Clarke won the final sprint with Anderson second and Rupprecht third, the mileage for the evening being 49 miles 2 laps, for all the teams but Billington and Hill, who were four laps behind.

Tuesday Night.

Because of John Bedell's injuries and Fogler's indisposition on account of the scalp wound he received, the race resumed on Tuesday evening with two of the original teams broken up. Kramer and Menus Bedell formed an alliance, but according to the rules, they had to lose one lap for forming the new team.

This left 13 teams in the race, but the hoodoo number was removed at 10.56 p. m., when Hill and Billington decided to withdraw. Hill was willing to continue, but did not see any use with such a poor partner. There were several attempts to gain laps but they were half-hearted. Once Kramer got somewhat of a lead before Root pulled him down, and McFarland woke them up by doing a couple of fast laps. Clarke also gained a quarter of a lap, but without any intention of going all the way. Just after the half-hour score was posted Kramer made a second attempt to get away from the field, but Lawson was strictly "on the job" and forestalled the attempt.

The last mile showed that there are a number of bicycle riders who will have to fly if they expect to defeat Clarke when the little Australian really gets into his stride. McFarland was in to pull Mayer, but punctured and left Mayer to fight it out for himself. The German looked like a milepost from a speeding railroad train when Clarke went by him. Clarke won sitting up, although the scorers sent them 12 laps instead of 10. Mayer was a bad second, Menus Bedell third and Mitten fourth. The time of the last mile was 2:04.

The score at the ending of the evening was 98 miles for all the teams but Kramer-Bedell, who were one lap behind.

Wednesday Night.

Champion Kramer evidently was afraid of Clarke in the final mile sprint that marked the close of the third night's riding on Wednesday, for he again let his partner do the finishing. Both Hardy Downing and Root were in to help Mayer wallop Clarke but even this combination could not turn the trick. At five laps to go Downing had Root in tow with Mayer third, and Clarke on his rear wheel. Downing gave them a splendid pull and then Root tried to help the German win some small change, but it was no use. When Clarke uncorked he fully deserved his nickname of "Rocket," and Mayer had to look at his flying heels. Root finished third, some distance behind.

The racing up to the final sprint was interesting. At the very start Kramer surprised every one by getting out in front and setting a fast pace for a long time. At odd moments when he did not have anything else to do he made as if to gain a lap, but Sherwood was not taking any chances and clung to his rear wheel with the tenacity of a leech. The "old boy"—McFarland—strung the field out in the first half hour and when he got tired Clarke took a flyer, but was pulled down by Root.

The first real attempt to steal a lap occurred at two minutes past ten o'clock when Halligan executed a jump and delivered a big lead to Ashurst, his team mate. Menus Bedell got away from the bunch and was quickly relieved by Kramer. After Kramer widened the gap Bedell came on again. There were quick changes by every team, but due to the efforts of Root, Clarke and Collins, the effort was frustrated. Collins rode very well and was never slow in responding to call to pace the field.

Another moment of excitement occurred at about quarter of eleven, when Clarke decided to do a little sprint. He had gained a quarter of a lap and Lawson had taken up the running and increased the gap, when

"Herr" Floyd Krebs showed some of the speed that won for him the sobriquet of "Flying Dutchman," and that attempt to steal a lap was rendered nil. A few minutes later Kramer saw Menus Bedell preparing to relieve him and Kramer ducked. Clarke was right there, however, and in the midst of the sprint that ensued Ashurst's tire rolled off and the accident bell slowed the field. Hollister also took it into his head to make a lap for his team and De Mara had widened the gap when Anderson's chain broke. The last attempt to steal a lap was made by Menus Bedell and Kramer. The first named started the sprint and Kramer was increasing the lead all the time when Clarke came to his rescue. The Australian was just going down to his training quarters when the sprint started, but he turned back, jumped on his bicycle and saved the field from getting lapped by Kramer and Bedell. The final score for the total six hours of riding was 146 miles for all but the Kramer-Bedell combination.

Thursday Night.

If ever in his life E. F. Root deserved punishment it was on Thursday night. He should have been set down a year for the contemptible foul riding he did. All the punishment he got, however, was a warning from the diplomatic referee who evidently seems afraid to punish the worst offenders. The crowd hooted and hissed Root for his unfairness, but the former Bostonian is used to that.

From the beginning of the evening it was soon apparent to those who have progressed beyond the kindergarten stage of bicycle racing that a big combination had developed. It was the general opinion that it was formed solely for the purpose of defeating Lawson and Clarke, who were looked upon as the most dangerous team in the race, but whether or not that was the purpose of the big combine does not matter. Suffice it to say that it existed. It developed five minutes after the start when Anderson jumped and was only prevented from turning the trick by the heroic efforts of Elmer J. Collins. A few minutes later Menus Bedell went out, but Lawson prevented the steal that time.

It looked very much like an understanding had been reached between the teams of Root-Moran, Kramer-Bedell, Mayer-Anderson, Krebs-Vanoni and McFarland-Downing, because when Krebs jumped at 9.45, one of the above-named riders was in front of the procession and he refused to move any faster than before Krebs sprinted. They were going so slowly that Ashurst managed to break away and get on with Krebs. Vanoni and Halligan relieved and the pair would have put a lap between themselves and the field had not Root's chain broken.

There was not more than an ordinary breathing spell before Vanoni was out in another sprint and after Krebs increased the lead given to him Logan punctured and the attempt was useless. Krebs tried again a little after 10 and although the combination tried its work Mitten saved the day, or, rather, night. That was the beginning of things, for no sooner had the field resumed its normal pace than Moran made his bid, while members of the combination tried to hold the field back. Root was about to relieve when Menus Bedell's rear tire blew up and he fell on the first turn, but without injury to himself.

Only a few minutes later occurred the foul riding referred to at the beginning of the evening's story. Mayer and Anderson tried for their lap, while Root was endeavoring to "stall" the field. Clarke saw what was up and he made an effort to go around Root. The latter deliberately switched him up the bank and then waited for Clarke to try again. Clarke made another attempt to get



out in front and prevent the lap steal but Root was getting in his dirty work in magnificent style, if such can be said of the foul riding he displayed. Time and again Root fouled Clarke until the little Australian, who was playing fairer than Root ever could, was compelled to raise his hand in protest. The referee, however, remained deaf, dumb and blind to the proceedings.

Clarke finally got around Root and gained on the field, but Mayer came on to relieve Anderson and the distance between him and Clarke widened. Lawson supplanted his partner and the terrific sprint continued, changes of partners being made every few laps. Anderson came on again and finally Mayer was able to place a lap to his credit. The whole field was pretty tired when McFarland jumped and gained a lead. Downing quickly relieved and increased the distance while Kramer kept Collins from going out after the man in front. It was all very unfair, but McFarland came on and made up the distance after a hard sprint.

Naturaly there was a great deal of excitement and in the midst of it all John M. Chapman, who says he is Clarke's manager, lost his head, and made Clarke come off the track and get into his street clothes, leaving poor Lawson on the track all alone and without knowledege of what was transpiring. When the hubbub had subsided it was announced that Mayer and Anderson had placed themselves one lap ahead of the teams of Clarke and Lawson, Moran and Root, Collins and Logan, Krebs and Vanoni, Mitten and Williams, and McFarland and Downing, and two laps ahead of Kramer and Bedell, Sherwood and Rupprecht, Devonovitch and Walker, Ashurst and Halligan and DeMara and Hollister. It was claimed that McFarland and Downing had lost one lap in the first wild sprint, although it did not look that way, so that their subsequent gain placed them even with the first division.

There were so many protests against the unfair riding and apparent combination of several teams that Manager Powers was moved to have a conferenec with the referee. Powers said that he wanted the race to be run fairly and squarely with each team having an equal chance against the others and if that was not the case why the referee could call off the race for all he cared. After that the announcement was made that there had been no laps gained by any team, which announcement was greeted with a tremendous outburst of applause from the spectators. With no one to give him battle Mayer had no difficulty in winning the final sprint, with Krebs, second. Sherwood, Ashurst and Hollister came together and fell in the final sprint.

Six Day Race Talk in Europe.

Already six day race talk is agitating the riders in Europe. Of course, Rutt and Stol, the winners of last year's race will again be seen in the classic grind, but the other aspirants are wondering who will be chosen. It is reported from Paris that Ryser, the world's pace champion, has received an offer to compete in the six days' race. Brocco and Labrousse will, as will Dupre and Leon Georget. Schilling, Vanhouwaert, Passerieu and Petit-Breton and his young brother are mentioned as possibilities.

Bad Spells in the Racing Game.

Either the printer and the sign painter or the advertising manager for the Newark Velodrome needs to take a few lessons in orthography. On Wednesday night's program announcing the coming of the Salt Lake riders, Theodore Devonovitch is described as a Russian "Aniliest," whatever that may mean. Presumably "Nihilist" is meant. Recently the wagon supporting the canvas tent, which drives around the streets the day of a race meet, proclaimed from its sides "Moter paste race to-night."

Vanhouwaert Captures a Championship.

Cyril Vanhouwaert, who will probably be seen in this year's six day race, won the 50 kilometres road championship of Belgium on August 30th. Vanhouwaert also competed in the 100 kilometres championship but was beaten in the sprint by Verstraeten.

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TWO DAYS THROUGH THE OZARKS

St. Louis Cyclists Again go Exploring—Two Get Lost and Sleep Outdoors—Adventures en Route.

St. Louis, Mo., Sept. 12.—Compared with the previous long exploration tours of the St. Louis Cycling Club, the two days run down to Blue Springs Lodge and Cuba, Mo., was by far the least strenuous, and in many ways the most enjoyable.

It was one long comparatively easy ride over the old Springfield State road, an historic highway over which stage coaches plied between St. Louis and Springfield, 250 miles, a half century ago—days when most people were of the firm belief that it never would be possible for a railroad to penetrate the hills to the southwestward of the Merame and Gasconade valleys.

Between St. Louis and Gray's Summit the Springfield State road has been largely obliterated; meanwhile the Manchester road was built and many of its crooks and kinks were straightened out. Beyond Gray's Summit, however, the old road still exists. While it was hardly possible to average more than eight miles an hour, the ten cyclists who rode over it, sized it up as being a fairly good road, that is, good when compared with the conditions generally encountered on a run extending into the Ozarks for any distance.

The surface is only yellow clay, though it is graveled in a number of stretches; this high class road surfacing material existing abundantly in the hillsides and creeks along the entire length of the road.

As far as Cuba, 91 miles out, all streams and creeks are bridged, the road is well drained, bears ample evidence that it receives more or less care, and when the tourist views the prosperous farms that have now supplanted the dense timber land, he becomes of the belief that the old road will yet become a first class highway. For the most part, the grades are very gradual; in marked contrast to most of the roads in south and southwest Missouri, and after climbing up to the ridge at St. Clair, 58 miles out, the St. Louis & San Francisco railroad follows the road quite closely all the way to Springfield.

The schedule called for the tour to start from Villa Ridge, a quiet little hamlet some distance beyond Gray's Summit, as well as off the main line of all through touring routes. Seven participants, R. M. B. Tidd, L. Tidd, C. L. Barr, C. Lindenschmit, H. Hunicke, H. W. Lang and George Lang, Jr., started at the appointed time. L. C. Davis and Alex P. Laing were known to have gone as far as Gray's Summit the night before, but at that point they mysteriously disappeared. They had neglected to provide themselves with the convenient maps the touring committee had prepared, and after wandering around on the various dirt roads leading off from Gray's Summit for some time, they finally decided to sleep out in the open on a bed improvised of fence rails. Davis remarked, however, that in one respect it was an improvement over the club camp at House's Springs; there were at least no mosquitoes.

From Villa Ridge, the ride was down a long hill to the Bourbeuse River, which, being only about a foot deep, was easily forded. For the benefit of any motorcyclist contemplating the trip, it might be remarked that there is a road leading off from the Springfield State road to Moselle, and thence to St. Clair, on which the Bourbeuse river is bridged. At St. Clair, Davis and Laing overtook the main body.

From St. Clair to Stanton, 12 miles, the only really bad road of the entire trip was encountered; it was rough and rutty, and a succession of short, steep hills. The road here paralleled the railroad the entire distance, and when a train standing at Anaconda was passed every one tried to make a good impression. All rode past at a good clip as though cycling over such roads was something of the greatest ease until Hunicke and L. Tidd came along and took headers. At Stanton a two hours stop was made for dinner, and the ride then continued to Sullivan, 74 miles, and Bourbon, 82 miles. It was now 4 o'clock and it was decided to take a side trip down to Blue Springs Lodge, a famous hunting and fishing camp and spend the night there. This six miles ride down the banks of the Merimes past Blue Springs, was the most delightful of the entire tour. The scenery was quite as beautiful as the valleys near Glencoe and House's Springs, and here it may be said that the scenery within thirty miles of St. Louis is as beautiful, if indeed, not more beautiful, than much of that to be found farther out.

It was the first time that a cycling party ever reached Blue Springs, and there was quite a commotion when the crowd rolled in just as a large bell was calling the guests to the supper table.

The next morning the tour was to be continued; there was a long discussion as to the location of a cave which did not agree with Geo. Lang, who admires only wine caves, and who, growing impatient at the delay decided to cycle back to St. Louis. The rest of the party finally decided to ride on to Cuba, 12 miles beyond Bourbon, and visit the 250-acre farm of C. C. Weaver, who 15 years ago was one of the best known road riders in St. Louis.

In retracing the route of the day before, Lang got back to St. Clair by half past one, and then decided to ride over to Union. The Union & St. Clair road was found to be an elegant dirt and gravel road, following the profile of a lofty ridge, and being bordered with farms as rich as those of Pike county. Indeed, at one point cedar and Lombardy poplar trees were planted on each side of the road for a distance of nearly half a mile.

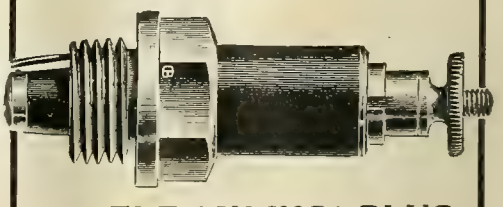
While there was not a single incident to mar the pleasure of this group of wheelmen, H. G. Wolzendorf had considerably more than one cyclist's share of misfortune in endeavoring to follow up the party ahead of him. Wolzendorf got a late start Saturday evening and before he got out of the city limits ran a nail into his rear tire. It being of the single tube type, he found it necessary to return home to effect a good repair. He made another start early Sunday morning, but got only as far as the night before when the frame of his spectacles broke, and without glasses his eyesight is about as good as that of a bat. Another run back was necessitated for new spectacles, and this time he set out for the railroad station, where he took a train as far as Pacific and then rode over to Gray's Summit and followed the tracks of the cyclists ahead. All along the line he received cheering (?) information that the crowd was about four hours ahead of him. At Sullivan he was only an hour and a half behind, when he was directed over the wrong road, which he followed for five miles before discovering the error. He then returned to Sullivan and took a night train back to St. Louis.

Consumptive to Cycle 1,000 Miles.

From Newark, N. J., to Battle Creek, Mich., a distance of 1,000 miles, is the trip that James N. Roy of the former city is making, and expects to cover in ten days. Roy asserts that six years ago he was pronounced a consumptive and that through taking up systematic physical culture, he is now in good condition, although not entirely rid of the disease. He started on Saturday the 12th inst., for Michigan, to accept a scholarship in a medical college, and his trip is being taken under the direction of the Newark Physical Culture Society, with which he is in daily communication by wire.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

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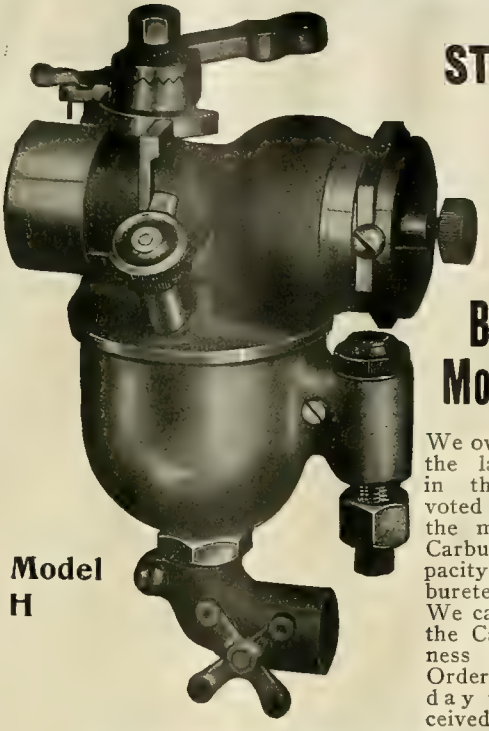
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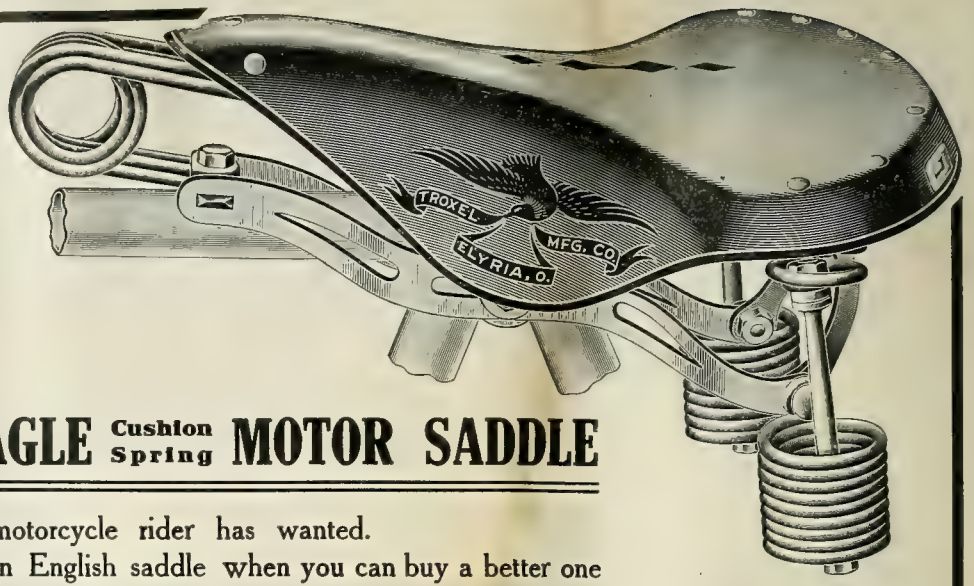
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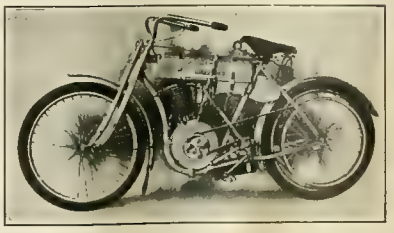
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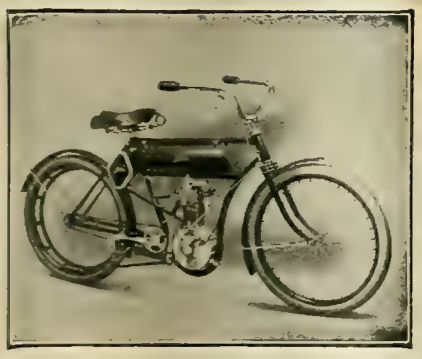


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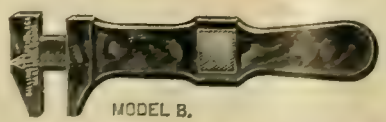
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1. In a valve remover, the combination with the body, of supporting means upon the upper portion of the body, a forked member slidably mounted in the lower portion of the body, and cam means upon the body operatively connected with the forked member for actuating said member.

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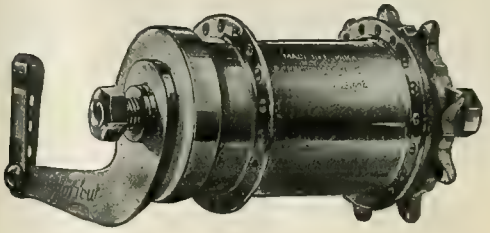
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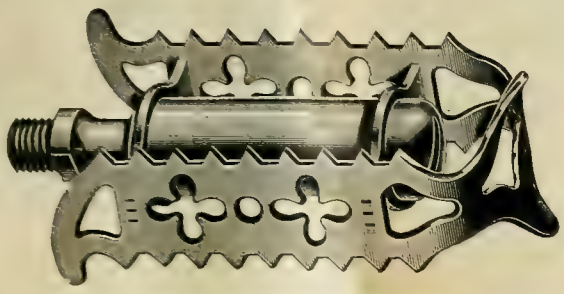
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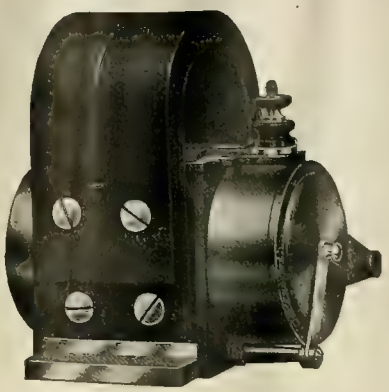


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(Trade Mark, registered April 30, 1895.)



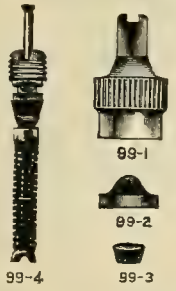
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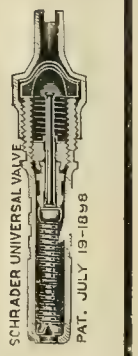
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Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
Pennsylvania Rubber Co.
Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
Lake Shore Rubber Co.
B. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Kokomo Rubber Co.
International Automobile & Vehicle Tire Co.
Morgan & Wright.
Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

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